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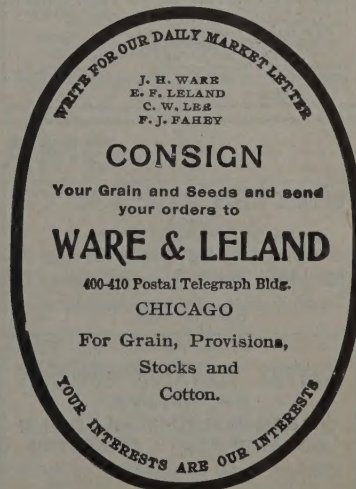
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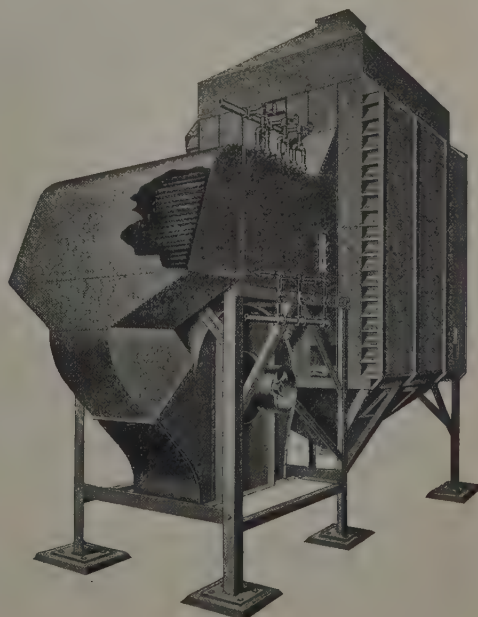
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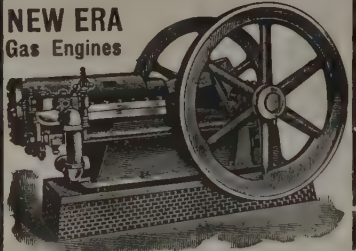
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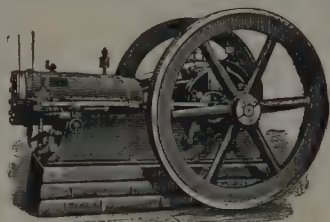
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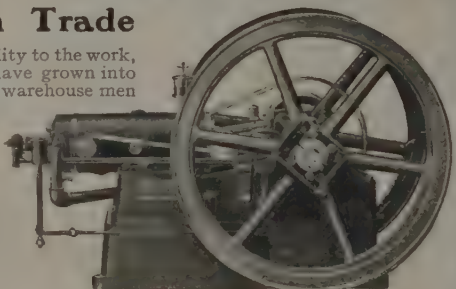
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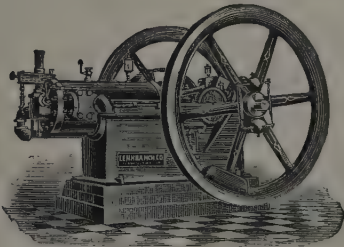
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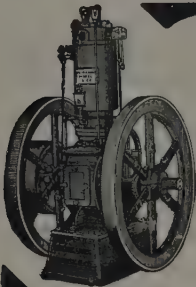
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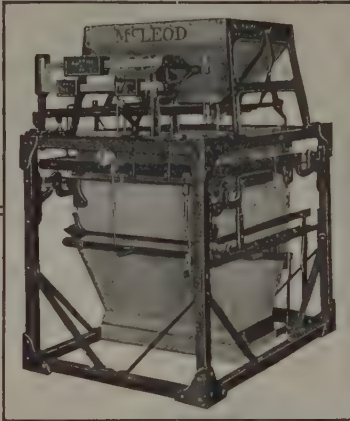
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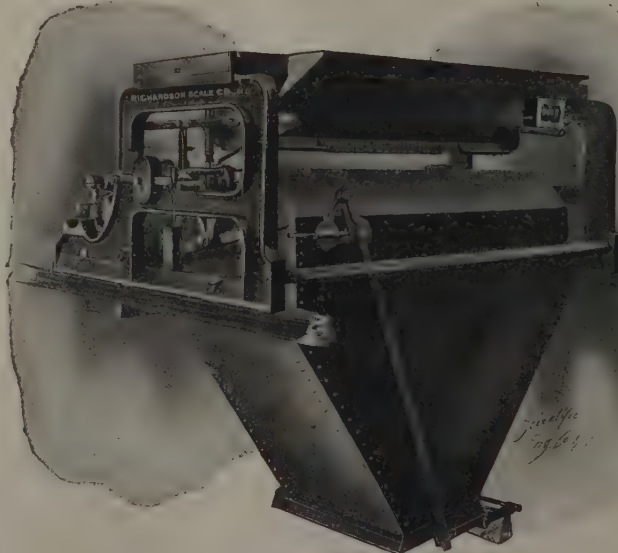
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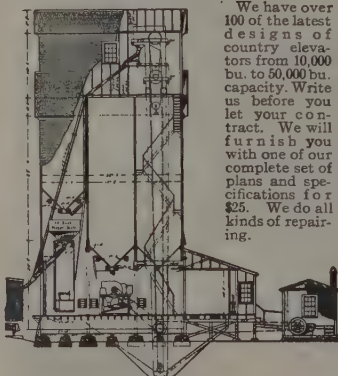
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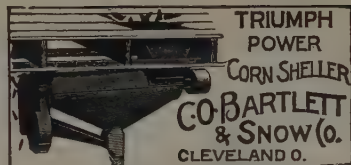
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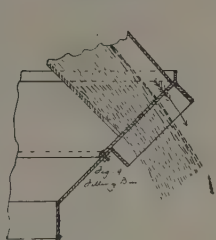


Fig. 9

Spout in position filling a bin.

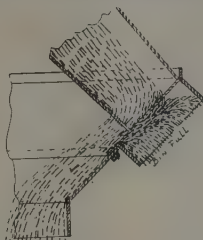


Fig. 10

Bin is full, automatic overflow signaling operator on lower floor. Does not back-leg.

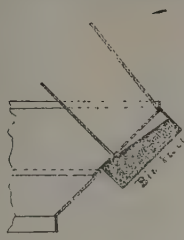


Fig. 11

Bin is full, grain is shut off, cups and spout are empty, overflow has ceased. Spout is now ready to be moved to another bin without mixing a kernel of grain.

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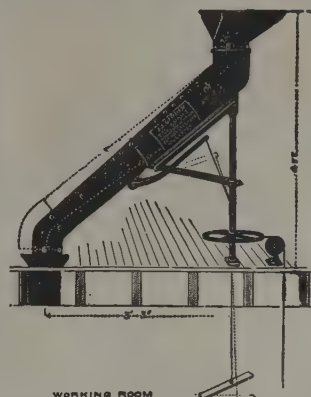
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255 La Salle St., Chicago, Ill

Mill and Elevator Supplies

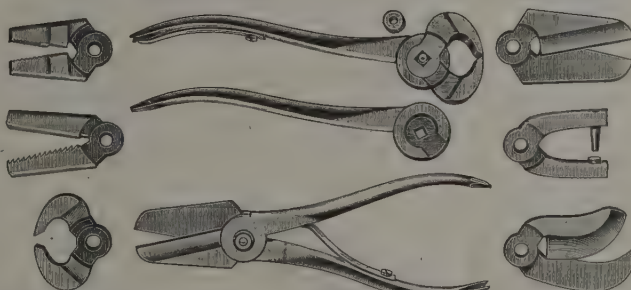
WRITE FOR NEW CATALOG

Machinists, Boilermakers

INK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

HANDY TOOL FOR THE ELEVATOR



KING
of
Its
KIND
Koeth's
Combina-
tion
Kit

Fifteen Tools and one pair handles for all. A complete and distinct tool every time you change it. Made of tool steel, drop forged, ground, tempered, polished and warranted. Simple, convenient, compact, low priced. You may have a whole chest of tools, but you will want this one when you see it, and once you have used it, you would not be without it for twice its cost. Sample sent to you prepaid for \$3.50. Salesmen wanted. Write for booklet. Do it today. CURRIER-KOETH MFG., CO. COUDERSPORT, PENNA.

POWER CAR LOADERS FOR ELEVATORS.

IF YOU WANT THE BEST
CAR LOADER

Write

The Ideal Car Loader Co.
ALLENVILLE, ILL.

Say

Let the Grain Dealers Journal
Want Ads do your work.
They bring quick returns.

The Only
Car Loader
That will
Not
Damage
The Grain.



Combined Grain Cleaner and
Pneumatic Car Loader

The only machine that will
clean and load at the
same time.

New Lennox, Ill., July 30, 1907
Mattoon Grain Conveyor Co.,
Mattoon, Ill.

Dear Sirs: I enclose draft to pay for Car Loader and
Cleaner. It is, to my mind, one of the most valuable
machines that I have. It does the loading quickly and
does it perfectly. I would not be without it now, for
any money, now that we have used it a while.

Very truly yours,
H. N. DICKINSON.

For descriptive circular and prices, address,

MATTOON GRAIN CONVEYOR CO.
MATTOON, ILL.



WELL SATISFIED

Jasper, Ind., Oct. 22, 1907.
Maroa Mfg. Co., Maroa, Ill.
Gentlemen:—Enclosed find check as per
your bill Aug. 23rd '07. Please place same to
my credit, receipt and oblige. Yours,
A. M. BOHNERT.
P. S.—All I have to say in regard to Boss
Car Loader, I am well satisfied. A. M. B.

In this space we have published a great many testimonials, most of which,
like the above, were unsolicited, to show what the experience of others has been,
but we will be pleased to ship you one on trial for we are sure that if you follow
our simple directions you will be like Mr. Bohnert, "well satisfied."

MAROA MFG. CO.. Maroa, Illinois

Any Weight

of grain up to 100,000 pounds is
reduced to bushels by Clark's
Decimal Grain Values, which
also shows the value of any
number of pounds in dollars
and cents. Price \$5.00

GRAIN DEALERS JOURNAL

255 La Salle Street
CHICAGO - ILLINOIS

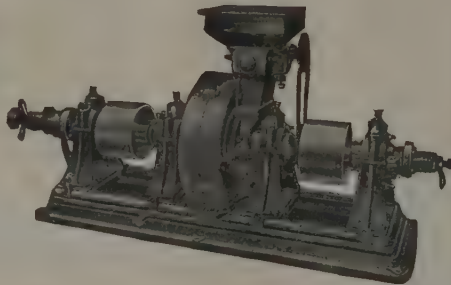
Your Profits

at the end of the year are shown by the
amount of cash you have. You will
find the feed grinding end of your
business very profitable if you have a

Monarch
Feed Mill

Let us prove it to you by sending you
one on trial. WRITE US

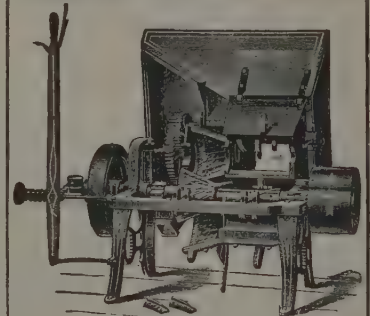
SPROUT, WALDRON & CO
P. O. 260, MUNCY, PA.



Bowsher Feed Mills

(SOLD WITH OR WITHOUT ELEVATOR.)
Crush ear corn (with or without shucks) and
Grind all kinds of small grain; separately or
mixed. Will grind Kaffir Corn in the Head.
Have Conical Shaped Grinders. CAN RUN
EMPTY WITHOUT INJURY.

Different From All Others



Lightest Running
Best Built. Finest Finish.

HANDIEST TO OPERATE

SEVEN SIZES: From 2 to 25 h. p. (Also

make Sweep Mills, both Geared and Plain.)

They are Built for Business.

TME N. P. BOWSHER CO., South Bend, Ind.



Single,
Double
and Special
Stirrups



For Wood, Steel or Concrete Work.

STRAPS, PIN ANCHORS, CURB WALL ANCHORS.

Architects, Engineers or Contractors' Requirements supplied as desired.
Catalogs and prices promptly furnished.

CHAS. MULVEY MFG. CO., 19-21 S. Jefferson St., CHICAGO, ILL.

BUYERS AND SELLERS

of grain elevators. You can make your
wants known quickly by advertising in the
"Elevators for Sale and Wanted" columns.

SELLING

an Elevator is easy if you go about it in the right way. The most important factor in making an advantageous sale is to let as many buyers as possible know your property is for sale. This can be accomplished to the best advantage by describing your property in the "Elevators for sale" columns of the Grain Dealers Journal. Here all would-be buyers look to see what is offered. The more explicit you make your ad., the more inquiries you will receive. It will not be necessary to disclose your identity in advertisement. Others are continually using the "Elevators for Sale" columns, successfully, so can you.

Grain Dealers Journal:

BOSWELL, IND., Nov. 5, 1907.

You need not run my ad any longer as I think I have sold; have inquiries enough, if this trade does not go through, to sell it.—WILLIS SAMUEL.

Grain Dealers Journal:

CHETOPA, KANS., Nov. 15th, 1907.

I have sold my elevator to C. N. Bunds of Manhattan, who will take possession in a few days. He first saw my ad in your Journal, and allow me to say to your readers, if they want a buyer, advertise therein.—FRED. P. MILLER.

Grain Dealers Journal:

GREENVILLE, OHIO.

Please discontinue ad. as we have about made a deal. We were greatly surprised to have so many respond to the ad.—WEINER GRAIN CO.

You too can get satisfactory returns, have no commission to pay and know that you are getting top price for your property. Try it. Cost 15 cents per printed line each insertion.

GRAIN DEALERS JOURNAL

255 La Salle Street, CHICAGO, ILL.

GRAIN PURIFYING



We own all U. S. Patents covering Grain Purifying by the sulphur bleaching process, comprising nearly seventy patented claims. We caution Elevator Owners against unauthorized parties who, owning no patents and having no authority from us, are writing letters and traveling about the country offering to build these purifying plants. If you deal with them you will invite trouble and expense. Our patents are protected by the Patent Title and Guarantee Co., and infringement suits will surely follow.

You Know—

That Purified Grain is demanded by the Eastern Trade;
That the largest oats handlers in the world are purifying them by the millions of bushels every week.

If You Want to Know—

How little it costs to install a purifying plant—
How little room it occupies—
How little power it takes to run it—
How small the cost of purifying—
How profitable it is to purify—
How easy it is to operate a Purifier—

Write to us and we will send you samples of purified oats and tell you all about Purifying

U. S. GRAIN PURIFIER CO.

EARL PARK, INDIANA

SET OF BOOKS FOR GRAIN DEALERS

COMPLETE FOR \$3.50.

A GRAIN RECEIVING BOOK (No. 12 AA).

Grain Register is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8¼x14 inches, and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on sterling ledger paper, and substantially bound in full heavy canvas covers.

A GRAIN SHIPPING BOOK (No. 14 AA).

Sales, Shipments and Returns is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10¼x16½ inches, used double. The left-hand pages are ruled for information regarding Sales and Shipments; the right-hand pages for Returns. Under Sales the column headings are Date, Amount Sold, Price, Grain, Terms. Under Shipments are Date, Car Number and Initial, Our Weights in Bushels, Grade, Route, Rate. Under Returns are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. It contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper.

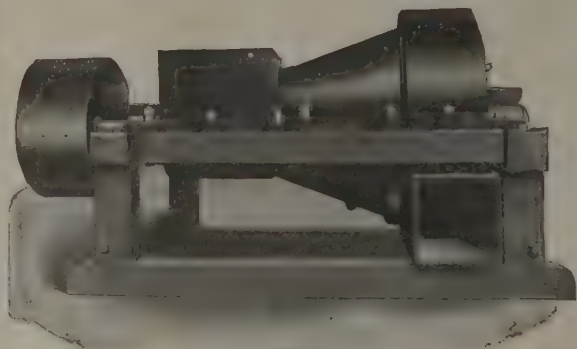
GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Christmas Cheer and a Prosperous New Year

for YOU is the wish of

THE PHILIP SMITH MFG. CO.



PATENT PENDING

The **NEW OHIO CORN SHELLER** is the heaviest built and most easily repaired of any sheller on the market, right hand and left hand over or under discharge; screw feed; sizes 300 to 1,400 bushels per hour. If you are interested in equipping your elevator with modern machinery at reasonable prices write

THE PHILIP SMITH MFG. CO. Sidney, Ohio

WE know the grain men whose elevators are equipped with our machinery and supplies, corn shellers, etc., will have a Merry Christmas, for they have a distinct advantage over their competitors in that they are in a position to handle grain more economically and make a larger margin of profit.

To those who will build new or improve their old plants in 1908 we ask for a chance to help make the year a prosperous one. Our line of machinery, cleaners, heads, boots, conveyors, pulleys and chain drag feeders, etc., are money savers, power savers and profit makers for all.

A MERRY CHRISTMAS

and a Most Prosperous New Year

is the fervent wish of the

Union Iron Works,

Decatur, Illinois.

To All Old and New Grain Dealers in the U. S.

You can make the Christmas happy by buying and the New Year prosperous by installing a line of "WESTERN" SHELLERS and CLEANERS and Grain Elevating Machinery—Can furnish anything you may need to equip your elevator from pit to cupola.

Write for catalog and prices.

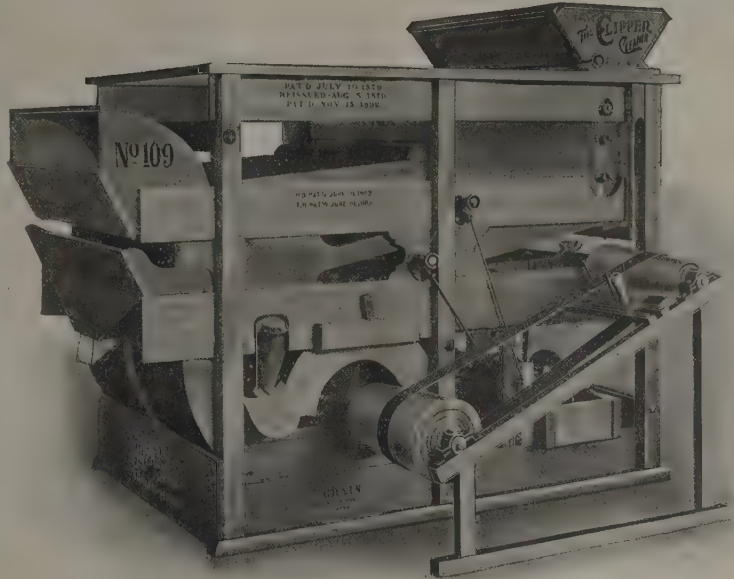
Complete Stock Carried in Kansas City, Mo. 1221-1223 Union Avenue

Great Western Mfg. Co., Leavenworth and Kansas City, Western Agents.

The "Clipper" Grain & Flax Cleaners

THE No. 109 CLEANER shown in cut is especially well adapted to handling Northwestern grain and flax. It has four screens in the shoe, a sand screen, grade screen and two scalper screens which is very important in handling flax. It has Traveling Brushes on the two lower screens to keep them from clogging, insuring perfect screen work. We furnish a large assortment of screens for handling grain and flax, also separating flax from mustard, oats from wheat, etc. It is equipped with our Air Controller which regulates the air blast to the finest point.

It requires a small amount of power.



A. T. Ferrell & Co.

Saginaw, Mich.

During the Year 1907

OUR BUSINESS increased 25% because elevator operators have learned that Weller-made machinery is well-made machinery; is everything we claim for it and more. We have always used high-grade material in the construction of Power Transmitting, Grain Elevating and Conveying Machinery and our customers know we believe in giving value for value. The improvements we have made in our plant this year place us in a better position than ever to promptly furnish high-class machinery at reasonable prices.

During the Year 1908

We will continue to increase our facilities for handling your machinery trade promptly and maintain the high standard you have learned to expect. We will place a number of new devices on the market also of particular interest to grain dealers, including a new power shovel, friction clutch, belt conveyor machinery and some late designs in spouting and turn heads which will be illustrated and described later in these columns; also in a new catalog which will be ready for distribution about February 1.

Prosperous 1908

For the splendid patronage of the closing year we wish to thank our patrons, and to new and old customers for the coming year wish them a prosperous 1908.

WELLER MFG., CO. Chicago, Ill.

ELEVATORS FOR SALE.

GOOD ELEVATOR in S. E. Iowa for cash or land. Address Sam, Box 12, Grain Dealers Journal, Chicago, Ill.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

A good feed and coal business for sale in a good live town. Address Semik, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE or trade for western land a line of elevators in the best grain section of Okla. Address Lock Box, 444, Blackwell, Okla.

NEARLY NEW elevator in Ia., handling oats, corn and hay, with good side business for sale. Address Win, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 60,000 bu. modern up-to-date elevator in town of 800. One good competitor. Station handles 500,000 annually. Address J. M. Maguire, Campus, Ill.

50,000 bu. capacity elevator for sale, on the best railroad in Ohio. Large territory and will sell worth the money. Address M. H., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two modern elevators with Fairbanks Engines and well equipped. Capacity 20,000 each. Located in southern Minn. Address L. Box 48, Sioux Falls, S. Dak.

ELEVATOR FOR SALE, 10,000 bu. capacity. Scales, new office, coal sheds and modern nine room cottage nearly new. Price \$5,000. Address M. W. Lewis, Grainfield, Kans.

FOR SALE: Small elevator with chop mill, corn dump and sheller. In best town in eastern Okla. Good reasons for selling. Address Ford, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—30,000 bu. steam power elevator on Vandalia R. R. Doing a good business that will bear investigation. Plenty of side lines. Reason—other business. L. E. Daniels, Kewanee, Ind.

FOR SALE: Two modern 40,000 bushel elevators in corn belt of Iowa. Both money makers. Come quick if you want a bargain; no trades. Address Cub, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Wabash Ry. in St. Joseph Co., Ind., for sale. Capacity 10,000 bu.; no competition; good business and in center of good grain country. Bargain if taken soon. W. B. Calvert, South Bend, Ind.

TERMINAL ELEVATOR K. at Minneapolis for sale. 800,000 bus. capacity. Located on Milwaukee tracks. New modern equipment including concrete storage tanks. Address B. B. Sheffield, 24 Chamber of Commerce, Minneapolis, Minn.

FOR SALE: New elevator with coal and livestock business in one of the best new towns of Oklahoma, formerly Indian Territory. Finest corn section in the southwest. 100,000 bushels business this year, should double next year. Price \$7,000. Address Nor, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR FOR SALE: 17,000 capacity; 24x40x20; 7 years old; Weber 4 H. P. gasoline engine; will sell cheap, as wish to go out of business. Price \$2,200. Address Lee, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR EXCHANGE for a small farm, by elevator located in north-eastern Ind. Doing a good business. Write for full particulars. Address Bargain, Box 5, care of Grain Dealers Journal, Chicago, Ill.

FOR SALE—A 10,000 bu. Elevator handling 200,000 annually. Mill and good feed business. Nice town of 300. No competition. A money maker. Good reasons for selling. Address J. M. Maguire, Campus, Ill.

FOR SALE—A 15,000 bu. cribbed elevator, town of 800. One good competitor. Coal, flour and feed trade. Good location on Big 4 in Central Ind. Good corn and oats country. Address S. S., Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE—We have a large list of extra good bargains in elevators in first-class locations, doing good business. Write for prices, terms and descriptions, giving location your prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS FOR SALE: Minnesota \$2,000, North Dakota \$2,000, South Dakota \$5,200, Iowa \$3,000, Minnesota \$1,500. These houses are doing a good business and are worth investigating. O. M. Myers, 210 Flour Exchange Bldg., Minneapolis, Minn.

PRACTICALLY NEW 40,000 bu. elevator for sale. Fairbanks Scales, gasoline engine, fine office, coal house and cribs. Located in the very best corn belt in Illinois on C. & A. R. R. Will sell all or half interest. Address G. F. Smith, San Jose, Ill.

A GRAND OPPORTUNITY. A modern cribbed elevator, 20,000 bushels capacity on the G. N. Ry., run only 3 years, equipped with Howe dump and hopper scales, 6 H. P. Fairbanks Gas Engine. Good territory. Thriving town with good schools and churches. A snap for a wide awake grain man. Address W. P., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. In first class shape. 12 hoppers bins. Located in Ill. Prairie country; no opposition; 2 good railroads; cheap rates to St. Louis, Chicago and Peoria. A good coal, feed and meal trade. Manufacture best of meal and ground feed. A first class town. Good schools and churches. Address Ada, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE, one of the best business chances on the market. 2 elevators in central Indiana in nice town of 3,500 people; doing 150 bbls. per month of flour trade, 1,800 tons of coal; best feed trade in city; store up town; feed grinder and coal bins with elevator at R. R. Other elevator up the road 4 miles in good territory. Owner has business in other city, can't give attention. Can supply more information on request. Address F. M. T., Box 12, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

FOR SALE: 15,000 bu. cap. Elev. on I. C. R. R., doing good business; 12 H. P. Atlas Engine, 3 dump shellers, 38-in. stone burr, also steel burr cob crusher. Coal and implement business in connection. Ware room and office. Address Box No. 52 Bone Gap, Ill.

ELEVATOR AND FEED MILL. Exclusive grain, seed, hay, feed and coal business in a live town in northern Indiana. Good surrounding country; general farming population, German descent. 2 R. Rs. Good reason for selling. Business good for \$80,000 annually. Address D. A. P., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE in Northern Indiana on the Lake Shore Road. Cap., 10,000. 75,000 per annum; modern, up-to-date; built three years; in good grain country. No opposition. 16 H. P. Gas Engine, 4 ton wagon, scales in side. Dump for wheat and corn. 100 bus. Hopper scales; corn sheller and cleaner. Office and all fixtures and cob house. Will sell at a bargain \$4,400. Address Mid, Box 12, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—Grain Elevator at Holder, Ill., on L. E. & W. R. R., 11 miles east of Bloomington, Ill., 30,000 bu. capacity, good grain territory. Address J. Y. Chisholm, Trustee, Bloomington, Ill.

MISCELLANEOUS.

WANTED the present address of Mr. Graffert, formerly in the real estate business at Sidney, O. Have a communication for him. Address Sidney, Box 10, Grain Dealers Journal, Chicago, Ill.

SITE at good grain point and experienced partner wanted by grain man who stands ready to erect modern elevator. Partner must furnish operating capital and take charge of the business. J. M. Maguire, Campus, Ill.

FOR SALE: 10 per cent investment. \$1,500 short term mortgage on \$4,000 new grain elevator in Northern Indiana, bearing 6 per cent interest. Will discount same 4 per cent. Address Rel, Box 12, Grain Dealers Journal, Chicago, Ill.

A BIG BARGAIN. 1 Williams typewriter, latest model in A1 condition, 1 typewriter table and 1 metal typewriter chair. Cost \$110.00. Our price for a quick turn \$50.00. Address Bargain, Room 504, Traders Bldg., Chicago.

EXPERIENCED grain buyers, elevator operators, foremen and superintendents when out of work will promote their interests by sending us facts as to experience they have had and where, also what kind of position they want. We will file their letters for the inspection of employers in need of help. No charge to anyone. Grain Dealers Journal, Chicago.

THE PRACTICAL GAS ENGINEER
(Fifth Edition)

If you operate a gasoline engine you need this book for it tells about the operation and care of one. Written by a man of practical experience. Contains 140 pages neatly bound in cloth. Price \$1.00

GRAIN DEALERS JOURNAL.
255 La Salle St., Chicago.

ELEVATORS WANTED.

WANTED—To buy elevator that will handle 200,000 or more per annum. Address Lock Box 15, Wellsburg, Ia.

OHIO OR INDIANA elevator wanted, doing good business. Address Nam, Box 8, Grain Dealers Journal, Chicago, Ill.

WILL BUY Ohio or Indiana elevator handling from 75 to 100 thousand bus. yearly. Answer quick. Box 353, Greenville, Ohio.

WE HAVE four sections of unimproved land Mercer Co., No. Dak., which we will trade for elevators in North or South Dakota. Address Room 126, Corn Exchange Bldg., Minneapolis, Minn.

ELEVATOR WANTED: We have 100 acres of good level land in Illinois which we will trade for elevator property. Well located and worth money. Ehrhardt Bros., Room 206 No. 344 N. Main St., Decatur, Ill.

ELEVATOR WANTED: 50,000 bu. elevator located on land belonging to the plant; cribbed house with 2 stands of elevators; gasoline engine. Located in good farming district with coal trade. Write full particulars in first letter. C. A. Burks, Decatur, Ill.

CORN FARMS FOR ELEVATORS: I have a good corn farm, level, black soil, of 677 acres, good improvements that I will trade for one or more elevators in Central Illinois. Write me giving full description in first letter. M. A. Ruby, 531 W. Prairie Ave., Decatur, Ill.

ELEVATOR WANTED: I will trade 517 acres of as good corn land as can be found anywhere in the corn belt for good elevator in Central Illinois. Land is well improved and close to market. Give full description of elevator in first letter. N. G. Russell, 500 Central Ave., Decatur, Ill.

ELEVATOR WANTED: Have 480 acres of as fine land as can be found in State of Minnesota not far from Minneapolis, which I will trade for elevator in Central Illinois. Located close to market; fair improvements; rented 1-3 crop next year. Give full description of elevator in first letter. J. R. Howell, Rooms 204-5 Moeller Bldg., Decatur, Ill.

MILLS FOR SALE.

150 BBL. ROLLER MILL for sale. Never failing water power. Good location. Sholes-Armstrong Co., 110 Board of Trade Bldg., Omaha, Neb.

250 BBL. MILL IN SOUTH DAKOTA for sale or exchange. Good location. Will sell cheap or exchange for property either real estate or stock of goods. First National Bank of Milbank, Milbank, S. D.

FOR SALE—100 bbl. mill and 15000 bu. elevator in live central Indiana town. Good coal business in connection. Mill doing thriving business at present. Good reason for selling. Address Lamb, Box 7, Grain Dealers Journal, Chicago, Ill.

150 BBL. ROLLER MILL FOR SALE. Up-to-date, Alsop Bleacher, Plansifter system, 150 H. P. boiler and engine, coal or oil. Shelling plant in connection. Located in best wheat section of Texas. Will sell cheap, half cash, balance on time. Owners have other business. Address M, Box 10, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED buying grain in elevator. One season's experience. Can furnish the best of references. Address R. A. Morrison, Drayton, N. D.

POSITION WANTED by man experienced in grain and lumber. Speaks German and English. Address Mar, Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of hay warehouse at some terminal point. Have had 5 years' experience in hay business. Address W. A. Dellinger, Urbana, Ohio.

POSITION WANTED as manager of elevator. Have been in the business all my life, can furnish best of references to substantiate my claim. Address J. G. Holderman, Monticello, Ill.

POSITION WANTED as agent country elevator. Honest; temperate; forty; married; steady and have had 3½ years' experience. Address W. G., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of elevator or office-man. Wide experience in Grain, Lumber and Hay. Best of reference. Address M. G., Box 12, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED GRAIN SALESMAN. Good acquaintance with large dealers in Middle and New England States wants to represent first class cash grain house. Address Atlantic Box 12, Grain Dealers Journal, Chicago, Ill.

ALL men who own eltrs. are looking for the man who can get greatest results in the shortest time; we have a man that fills the bill. If you will hurry up, you can get him as mgr. of your plant. Address W, Box 12, Grain Dealers Journal, Chicago, Ill.

THE SECRETARY AND TREASURER of a large grain company, operating a line of four elevators, desires a change. Thoroughly competent to take full charge of office. Up-to-date methods. 15 years' experience in grain and hay business. Best of references. Address Right, Box 11, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

MAN 35 years of age with 20 years' active experience in the grain trade both in Chicago and country, wants position as auditor with grain company in the northwest. Am single and will go any place to work. Address Mc., Box 6, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by experienced man, with grain co. as manager of elevator, or with large milling co. as supt. of eltr. and warehouse. Competent of taking full charge, familiar with office duties, understand grading of grain and machinery. German and American spoken. First-class references. Address P., Box 2, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

WANTED: A good man, married, to work in elevator, capable of running steam plant, no office work. Good salary. Small town western Ind. Give experience and reference. Address F. S., Box 12, Grain Dealers Journal, Chicago.

PARTNERS WANTED.

PARTNER WANTED to join in starting elevator at good point in Indiana; or wish loan of \$5,000 on property worth \$8,000 with reasonable interest. Address W., Box 9, Grain Dealers Journal, Chicago, Ill.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Rollers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL

OF CHICAGO.
COSTS 15 CENTS PER LINE.

THE EXPERIENCE OF OTHERS

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

Gentlemen:—In order that I may profit by the experience of others in the grain trade, please send me the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar and Fifty Cents.

Name of firm.....

Capacity of Elevator Post Office.....

.....bus. State.....

The Rate for Advertisements in above Departments is 15 cents per line each insertion.

ENGINES FOR SALE.

FOR SALE: 20 H. P. gas engine. American Hdw. Mfg. Co., Ottawa, Ill.

GASOLINE engines for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

FOR SALE—20 H.P. Columbus Gasoline engine good as new, used 3 months, will sell cheap. Address W. C. Hile, Versailles, O.

TAKEN IN TRADE FOR SALE CHEAP: 1 15 H. P. Fairbanks-Morse Gasoline Engine, 1 44 H. P. Howe Gasoline Engine. Gregory Electric Company, Chicago, Ill.

FOR SALE: Two (2) H.-P. 2 cylinder, 4 cycle gas engine direct connected to 17 KW Bullock 4-pole generators, 110-125 volts, speed 300 RPM. All these units are less than 2 years old; price for each set complete, \$500.00. Power Equipment Co., 1102 Fisher Bldg., Chicago.

GAS ENGINES FOR SALE.

22 H.P. Fairbanks-Morse.

16 H.P. Fairbanks-Morse.

12 H.P. Fairbanks-Morse.

8 H.P. Fairbanks-Morse.

20 H.P. Otto.

8 H.P. Otto.

10 H.P. Ohio.

25 H.P. Columbus.

10 H.P. Webster.

Also fifty engines of smaller sizes and all makes. A. H. McDonald, 36 W. Randolph St., Chicago.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

FAIRBANKS 300 bushel hopper scale used but little for sale. Address Scale, Box 11, Grain Dealers Journal, Chicago, Ill.

SCALES. Second hand Railroad, Hopper, wagon and smaller scales. Refitted and good as new. The Standard Scale and Supply Co., 50 & 53 S. Canal St., Chicago, Ill.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

STANDARD SCALES for mill and elevator purposes. Steel frames for all standard make of scales. We meet every requirement of the best of the grain trade. Standard Scale & Mfg. Co., 601 East Court Ave., Des Moines, Ia.

SCALES WANTED.

PORTABLE AUTOMATIC bagging scale wanted; second hand. Address Chas. R. Lull, Chamber of Commerce, Milwaukee, Wis.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. Chas. D. Phelps, Dept. Y, Nova, O.

MACHINES FOR SALE.

ONE HOOSIER grain and seed separator for sale. Address The Birkett Mills, Penn Yan, N. Y.

ONE NO. 7 MONITOR OAT CLIPPER for sale. Also feed crushers and grinders, steam, gas and gasoline engines, boilers and elevator supplies of all kinds. A Van Camp, Decatur, Ind.

MISCELLANEOUS FOR SALE.

SECOND-HAND ELEVATOR BUCKETS for sale. 11x5-inch and 5x4-inch. B. S. Pearsall, Elgin, Ill.

FOR SALE: two two-compartment Greiner moisture testers for gas, with glass flasks, etc. Used not to exceed six times. Price complete, \$25.00 each f. o. b. Chicago. Address Hess Warming & Ventilating Co., 907 Tacoma Bldg., Chicago, Ill.

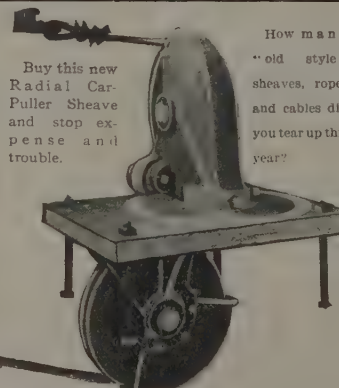
FOR SALE: Three double 7½x24 McAnulty Roller Mills. Two double 7x24 McAnulty Roller Mills. One double 9x24 Allis Roller Mill. One double 9x14 Allis Roller Mill. One single 9x30 three-break Rounds Roller Mill. One 48-inch Star Feed Mill, upper-runner. Two 48-inch feed burrs. One Richmond City Cob Crusher. One No. 1 Eureka Smut Separator. Three No. 3 Richmond Close Scourers. Two 26x72 Case Scalpers, single conveyors. One Harmon Tubular Dust Collector. One No. 1 Wolf Gyrator; 20 sieves. One 32x144 Noye Feed Grader. One York Automatic Scale. Address C. H. Dempwolf, York, Pa.

BAGS FOR SALE.

NEW BURLAP BAGS made up promptly; bottom prices. We buy reliable second-hand bags, and carry all kinds in stock; get our prices. William Ross & Co., 59 So. Water St., Chicago, Ill.

MEAL FOR SALE.

IF YOU are in the market for standard cob meal or hickled shucks, write us for quotations. We manufacture this product. The H. K. Holman Co., P. O. Box 202, Fayetteville, Tenn.



How many "old style" sheaves, ropes and cables did you tear up this year?

Buy this new Radial Car-Puller Sheave and stop expense and trouble.

Diameter of sheaves, 16 in.; capacity, 10 to 25 car loads; size of cable, ¼ in. to ¾ in.; weight, 450 lbs.; price, f. o. b. factory, \$45.00.

Order from me or from your nearest supply house—We have them in stock.

FRED FRIEDLINE, Archt. & Engr.
253 La Salle Street, CHICAGO

GRAIN WANTED.

WANTED—Shippers of grain, hay and mill feeds to quote. J. H. Neil & Co., Brokers, Nashville, Tenn.

WANTED Beardless Barley and Speltz, car each. Send sample. S. M. Isbell & Co., Jackson, Michigan.

NEW CROP buckwheat wanted. The flour for sale, also car good wheat screenings. Pape & Loos, Quincy, Ill.

WANTED choice clipped oats. No objection to purified. Can use 1 to 3 cars daily. Address G. L. Graham & Co., St. Louis, Mo.

BUCKWHEAT GRAIN WANTED. We buy in large or small quantities. Write, wire or phone us when you have any to sell. Address McKenzie Cereal Food & Milling Co., Quincy, Mich.

GRAIN WANTED. I am in the market for good, dry ear corn. Sheller located on Santa Fe and Trinity & Brazos Valley R. Rs., Houston, Tex. Quote price F. O. B. cars, stating how many cars you have, and when you can ship. W. D. VanWagenen, Houston, Texas.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Carload Dealers, Baltimore, Md.

HAY WANTED: Quotations on Choice No. 1 and No. 2 in large and medium bales. Will advance 95% of the purchase price. Isaia Laplante, Fall River, Mass. Boston Rate.

HAY FOR SALE.

UPLAND PRAIRIE HAY FOR SALE. Several thousand tons. Ready for shipment after Oct. 1. If you want choice hay, write me. C. H. Leggett, Fort Pierre, S. D.

ALFALFA HAY FOR SALE. F. O. B. Buffalo Gap, S. D. First cutting at \$8.00. Second Cutting at \$10.00. Put up without rain and choice. Wire or write C. T. C. Lollich, Buffalo Gap, S. D.

KANSAS UPLAND PRAIRIE HAY FOR sale. We make a specialty of the Prairie Hay Business, and will quote you delivered prices that will interest you. Also shippers of Indiana Packing hay. Write us today. J. G. Hermann & Co., Indianapolis, Ind.

FEED FOR SALE.

FOR SALE: Ground corn and oats \$1.20; Crush 80c; Feed Meal \$1.00; Famous Three "B" Horse Feed 95c per hundred. Branch Grain and Seed Co., Martinsville, Ind.

BEANS FOR SALE.

CHOICE RED KIDNEY Beans and Golden Vine Peas for sale in small shipments or car lots. Address Will Curtis, Reed City, Mich.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

POPCORN WANTED.

POPCORN WANTED—Correspond with us. Bradshaw Co., New York, N. Y.

SEEDS FOR SALE.

CLOVER SEED for sale. Write for samples and prices. Address W. C. Rauscher, Lockridge, Iowa.

KANSAS GROWN Alfalfa and other Grass and Field Seeds for sale. Address J. G. Peppard, Kansas City, Mo.

FOR SAMPLES and price in car lots on Fancy White Seed Oats 40 lb. test, write H. S. Buell, Bozeman, Montana.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

FOR SALE: If in the market for Kaffir Corn, get our prices. Quality good. Address The A. R. Clark Grain Co., Wichita, Kansas.

NEW CROP ALFALFA SEED, Kansas-grown, acknowledged the best, for sale. Ask for samples and prices. Kansas Seed House, Lawrence, Kans.

FOR SALE: New crop timothy seed, recleaned and analyzed, will stand the restrictions of the pure seed law of Iowa. Will sell local lots or carload. Ottumwa Seed Co., Ottumwa, Iowa.

THREE CARS of Choice Red Clover, five cars of Alfalfa seed, twenty cars seed oats, testing 40 to 45 lbs. Any amount of White Wheat. Vogeler Seed & Pro. Co., Salt Lake City, Utah.

SEEDS WANTED.

CLOVER SEED wanted—Guaranteed medium. Send sample and prices. F. D. Brubaker, St. Paris, O.

CLOVER SEED wanted—Medium and Mammoth. Send samples. C. C. Norton's Sons, Greenfield, Ohio.

WANTED—Red, Alsike and Mammoth Clovers, Timothy and Millet seeds. J. G. Peppard, Kansas City, Mo.

WANTED—Clover, timothy, red-top and millet seed. Submit samples and prices. C. R. Baird Co., Chattanooga, Tenn.

CLOVERS WANTED—Send samples. We are in the market for Medium, Mammoth, Alsike, Blue Grass, Buckwheat, Millets, etc. Sample envelopes free. The Adams Seed Co., Decorah, Iowa.

WRITE US NOW about new crop FIELD SEEDS. Mail samples TIMOTHY, CLOVER, MILLET, MUSTARD, CHICKEN FEED GRAIN, etc. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO, ILL.

SEEDS WANTED: Broom Corn, Early Fortune, Siberian and Hog Millets; Kaffir Corn, Milo Maize, Buckwheat, Orange Cane, Dourra, Hemp Seed and Sunflower. Quote delivered prices with samples. Saginaw Milling Co., Saginaw, Mich.

THE FOLLOWING SEEDS WANTED: Orange, Amber and Red Top Cane, Red and White Kaffir Corn, Big German Millet, Alfalfa, Jerusalem corn, Beardless Barley. Send samples and quote prices sacked in new 10 oz. Burlap bags, delivered. Texas Seed & Floral Co., Dallas, Tex.

GRAIN FOR SALE.

FOR SALE—Oats and Corn in car lots. Ask for quotations. Buckland Mfg. Co., Buckland, Ohio.

1,000 TO 3,000 BU. OF RICE POPCORN for sale. Extra fine. C. W. Whitham & Sons, Fairfield, Iowa.

CORN AND VIRGIN TURKEY hard milling wheat for sale. Ask for samples and prices. Mill trade our specialty. Farmers Elevator Co., Sawyer, Kans.

PARTIES WANTING "Virgin Kansas Wheat" either ordinary hard or the choice Turkey variety, Kaffir Corn, Milo Maize, Millet or Cane seed can get prompt quotations upon same by addressing The Chas. Winthrop Co., Wichita, Kan.

CLOVER Send samples and get our bid before selling Clover or other Field Seeds, Popcorn, Etc.
THE ADAMS SEED CO., Decorah, Ia.

THE TOLEDO FIELD SEED CO.
CLOVER AND TIMOTHY SEED
Consignments Solicited.
Send Us Your Samples.
ASK FOR OUR DAILY BIDS
TOLEDO, OHIO

KAFFIR CORN

J. R. TOMLIN GRAIN CO.

Kansas City - - - - - Missouri

BUCKWHEAT

WANTED

THE LARROWE MILLING CO., Produce Exchange, New York



KAFFIR CORN

Butler County (our county), largest acreage of Kaffir Corn of any county in the world.

We shipped more last year than any one firm in the world. Write to

J. C. HAINES & CO.,

Augusta, Kans.

THE ALBERT DICKINSON CO.

Clovers
Timothy
Flaxseed
Bromus inermis
Dwarf Essex Rape Seed
Main Office, CHICAGO, ILL.

SEEDS

Blue Grass
Orchard Grass
Millets, Hungarian
Redtop, Seed Corn
Peas, Beans, Buds, etc.
MINNEAPOLIS, MINN.

BUYERS OF SALVAGE GRAIN

The Toledo Salvage Co.

Buyers of
OFF GRADES and
SALVAGE GRAIN

Toledo, - - - - - Ohio

Salvage Grain Wanted

I buy and sell damaged malt, flaxseed and salvage grain of all kinds.

WM. B. GALLAGHER

72 Pearl Street, BUFFALO, N. Y.

FRANK MARSHALL

253 LA SALLE STREET

CHICAGO

NEW YEAR RESOLUTION

WHEREAS: My grain that I have shipped during the year has not graded well, and

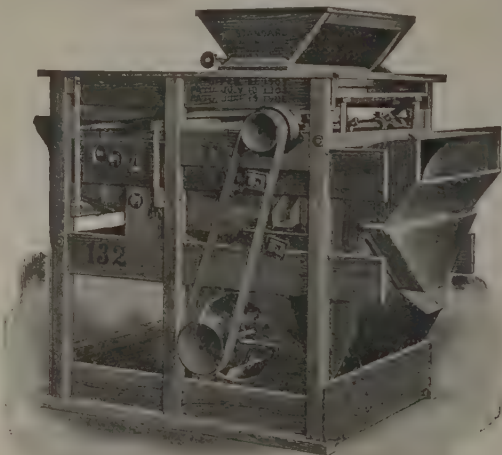
WHEREAS: I have paid too much freight on dirt, broken bits of grain, etc., therefore

Resolved: That I will start the New Year by installing a

STANDARD GRAIN CLEANER

and thereby ship clean grain, get top prices and make more money

It will pay you to investigate the STANDARD line of cleaners. THEY ARE WINNERS.



PRAME MFG. CO., Galion, O.

Invincible Compound Shake Dustless Corn and Grain Cleaner



This is a long name of a short machine that was built to meet the demands of the country elevator operator who desires to save time and make money.

It's a new make of an old reliable cleaner, two in one, that enables you to clean two kinds of grain, by changing from one to the other, without changing screens or stopping machine.

You can't help being interested for it was made for you. Install any place in elevator and it doesn't need to be braced. Stands still while in motion.

You write for more information about it then you'll send us an order.

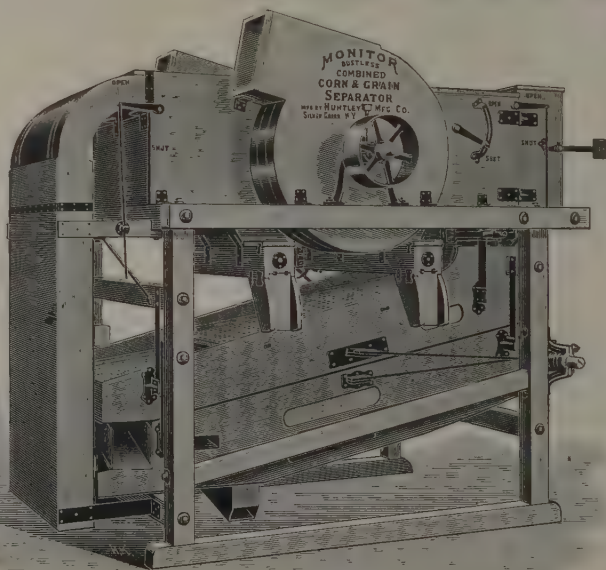
Invincible Grain Cleaner Co. Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 518 Traders Bldg., Chicago, Ill. Phone Harrison 667.
Edward A. Ordway, 518 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

N. W. REPRESENTATIVES

Strong-Scott Mfg. Co., Minneapolis, Minn.



The Monitor Combined Corn and Grain Cleaner

Is the best machine of its class on the market, and any user who has compared its work with other makes for similar uses will unhesitatingly indorse our statement.

This letter tells the story. We've many others on file to the same effect.

CHARLES E. GROCE, Grain Dealer,
Circleville, Ohio, January 26, 1907.
Huntley Mfg. Co., Silver Creek, N. Y.

Gentlemen:—After considerable inquiry last spring from different grain dealers about a combined wheat and corn cleaner, I bought one of your No. 7 machines. It did splendid work on wheat last summer, and we are more than pleased with it on corn.

I can cheerfully recommend it to anyone wanting a separator for either wheat or corn.

Yours very truly, CHARLES E. GROCE.

We shall be glad to send you special folder on this machine or our complete catalogue of Separators, Scourers, Smutters, Oat Clippers, Seed Cleaners, etc.

BRANCH OFFICES

302 Traders Building, Chicago, Ill., F. M. Smith, Agt.
316-318 4th Avenue, So, Minneapolis, Minn., A. F. Shuler, Agt.
121 Front Street, New York, N. Y., W. K. Miller, Agt.
Mississippi and 17th Sts., San Francisco, Cal.

Berger-Carter Co., Pacific Coast Agents.
10 Board of Trade, Kansas City, Mo.

H. C. Draver, Southwestern Agent.
S. J. McTiernan, St. Louis, Agent, Terminal Hotel.

HUNTLEY MFG. CO.

Silver Creek, NEW YORK

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

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255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

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A Red Wrapper on your Journal means your subscription has expired.

The Advertising

value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as Second-Class Matter.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., DECEMBER 25, 1907.

ARE you getting plenty of cars, and as you want them?

RATE of freight should always be written in ink on B/L by carrier's agent.

WEEVIL are causing as much trouble in some sections of the country as they did last year. Look out.

INSIST upon Bs/L being filled in and signed in ink and thereby minimize the chance of your drafts being turned down.

UNDER billing is exceedingly dangerous, as a heavy fine is provided for those convicted of this trick. None can afford to attempt it.

THE grain dealer who is "too busy to read" is the very one who encounters costly experiences because he did not take time to read.

SHIPPERS will promote their own interests and make life easier for the receiver by mailing invoices of each shipment promptly.

HESSIAN FLY is credited with preparing to destroy all grain planted in the southwest. The crop killers have already commanded him to do it.

GRAIN is moving more lively again and the volume of trade may be expected to increase early next year without restriction on account of scarcity of cars or cash.

CORN is not improved by storing on the ground or in open bins, so do not insist upon paying a premium for it.

YOU have the best wishes of the Grain Dealers Journal staff for a Merry Christmas, a Happy New Year and many of them.

PASTE this in your hat: "I will buy grain at a price which will permit of my selling it at a profit, or I will not buy it." And stick to it.

IF THE Agricultural Dept. is really pining to serve the country, let it improve its crop reports so much they will be more than a fair guess.

THE CAR LOADER who neglects to clean car thoroughly before loading sacrifices his employer's interest and any claim he may have to his position.

JEALOUSY breeds distrust, hatred, enmity, small profits and heavy losses. Cultivate harmonious relations with your competitor and conduct your own business at a living profit.

OHIO Grain Dealers Ass'n is promoting another corn seed special. The great good accomplished by these trains in the past would seem to warrant the continuation of the good work.

CLEANING machinery which is not well cared for cannot be expected to care well for grain turned to it for improvement. Intelligent care and operation always greatly increases the net returns from each cleaner.

NEW CORN from some sections is grading better, but many shippers still mindful of last year's losses are refusing to handle it until convinced they can do so without danger to their bank accounts. The money is in no danger of heating.

IF THE prices of your overbidding competitor worry you, smile and meditate on how his losses will worry him. If he pays above the market, he must also sell above the market in order to realize a profit. Can you do it? No, and neither can he.

NO ELEVATOR lacking a shipping scale is prepared to do business. The day for attempting to conduct a grain business in the dark is passed. Prepare to do business according to exact methods or expect to suffer heavy losses and be unable to prove it.

OATS are much heavier than grain dealers had suspected. If the Government Crop Report is to be believed the average weight of this year's crop is 29.4, whereas the prevailing opinion in the grain trade is that the average weight is in the neighborhood of 25 lbs. Some dealers involuntarily beg their horse's pardon every time they insult him with another pail of the chaff that is passing for oats.

WHEN you have an unusual or novel experience in the grain business give your brother dealers the advantage of your experience, as several have done in our department devoted to "Letters" this number.

OUR "Asked-Answered" column affords you an opportunity to share the benefits of your expensive experience with your brother dealers without in the least diminishing the benefits to yourself. Our communicated columns are for trade discussions. All readers are welcome to make use of them.

MOST of the grain exchanges require their members to arbitrate trade differences. All should do so. None lack rules which are designed to promote fair dealing and protect the good name of the market yet some shippers carelessly and thoughtlessly persist in consigning to non-members in organized markets—often at great cost.

OHIO dealers will find a communication in our department devoted to "Letters," this number, of unusual interest. A shipper who could not get cars to fill his contracts has obtained a judgment for \$2,500 damages because the carrier saw fit to supply cars to a dealer four miles away who also had access to another road. Ohio's statute bearing on this point seems to be a just one and merits duplication in other states.

ST. LOUIS will get the next annual meeting of the Grain Dealers National Ass'n and enough time will be granted to consider carefully all matters meriting the attention of the convention. October brings ideal weather for traveling and the directors of the ass'n by fixing time and place so long in advance give every dealer ample time to plan and arrange to be present on the 15, 16 and 17th.

THE PAY for grain only policy has gained a new champion in a South Dakota firm, whose letter appears in "Letters," this number. Millers have long refused to accept screenings and dirt at the price of grain hence can well afford to offer a premium for choice wheat. Seed dealers have also found this policy profitable and so would the grain buyers if they would but screw up their courage and put it in force.

THE DULL trade generally experienced by the grain dealers during the first two months of each year is not likely to be oppressive the coming year. The foreign demand and small stocks now held by dealers of consuming sections and by millers insures a good business for some time to come. The receipts at primary markets have been large of late, but the increase has not near offset the November shrinkage and the visible supply of corn and oats is much smaller than at this time last year, as a study of the reports on page 787 will disclose.

EXPENSE bills belonging to the shipper will always be returned to the shipper if he demand it.

DOUBLE grain doors are necessary when you load large cars if you wish all your grain to reach destination.

OVERDRAFTS never helped any shipper with his commission man. The shipper who is always fair gets fair treatment.

TURN over a new leaf and send us a statement of grain trade troubles which need attention. We will tell the rest of the trade.

PLUGGED loads when discovered are given the grade of the poorest grain in the car and the loss assessed against the loader as it should be.

IT COSTS dearly not to keep posted on terminal methods and conditions. Few dealers are compelled to confine their dealings to one market. The other market may be much better.

AT LEAST one Michigan buyer is striving to impress farmers with the need of fulfilling their contracts. We and your brother dealers will be glad to hear from all who do likewise.

NEARLY a month since a railroad was fined for discrimination in rates. If they fail to stop this onesided distribution of favors Uncle Sam may have to take over the roads in satisfaction of the fines levied.

WHEN you start to buy new corn, place several sacksfull in a warm place weigh and tag each bag when put up and weekly thereafter, if you want to learn the truth regarding the percentage of moisture in corn.

MUTUAL fire insurance companies are directly responsible for the low rates being quoted by the stock companies today and they are the companies which merit all the business of the elevator man, for they have the rates down to cost and will keep them there.

SHIPPING new corn without cleaning it may seem like a smart trick to men new to the business, but if they will follow the car to the seaboard and witness its unloading, they will be convinced of the folly of trying to do business without a good cleaner. When farmers bring in dirty corn return the cobs and chaff to them lest it cause the heating of other good grain.

SMART shopkeepers of Mohall, N. D., decided poor trade was due directly and wholly to the prices being paid for grain, so they placed a buyer on the street and started to ship grain. Grain elevator men reciprocated by establishing a general store. All are working hard and for nothing and boarding themselves. The happy farmers are laying in large supplies and the sheriff is in waiting.

A BUYER at Clinton, Ill., had to pay for grain a second time recently because the tenant failed to pay his rent. Tenants should be required to present authority to sell grain, or laws enacted making it a penal offense to sell what is not your own.

RECIPROCAL DEMURRAGE is not wanted so badly by grain shippers now that cars are plentiful, but Chicago Coal Dealers Ass'n have drafted rules which they intend to ask the Illinois Railroad and Warehouse Commission to adopt. Grain shippers can second the motion with ultimate profit to their own business and should do so.

FARMERS who are petitioning Congress to stop all trading in grain futures would be the first to suffer from the abolition of future trading. No one would know what a grain was worth in any market, for the market prices would not be wired to all sections every fifteen minutes. Dealers in grain could and would make their own prices, being unable to hedge would be compelled to work upon a much wider margin.

KENTUCKY wheat buyers are to be prosecuted by the "Commonwealth's Attorney C. H. Sanford" for not supplying farmers in the vicinity of Lagrange with bags in which to market their wheat. Penal action has been instituted against Ballard & Ballard, Washburn, Crosby & Co. and J. S. Walker & Co. by wise Sanford and the anti-bag lending trust will soon be hauled into court to be condemned and fined. Cruel Sanford. Horrible fate.

CAR SWEEPERS continue their nefarious pilfering of grain as is evidenced by items in the Kansas, Minneapolis and Wisconsin news columns of this number. Arrests of the thieves are noted in each instance. No doubt other arrests were made elsewhere, but they were not reported to the Journal. If every terminal elevator would cease permitting any cars to leave the receiving pits until all grain was removed nothing would be left for the sweeper—not even an excuse.

NEWS columns this number tell of men being wound around shafting in Indiana and Ohio elevators recently with dire results. Shafting can be so safeguarded as to prevent many of these accidents and it is the plain duty of the elevator owners and operators to do so. With a few minutes' thought and labor they may save some lives or prevent years of suffering. Do not make a New Year's resolution to do this. Go out and do it now.

THE LUMBERMEN have the Hoo-hoo, the coal dealers the Kokoal, the insurance men the Blue Goose and the cement dealers the Black Bear to foster social relations and promote good fellowship among the members of the trade. Where friendship exists harmony is always a welcome guest and discord is seldom admitted. The grain men will all take more pleasure in attending the grain association meetings when they know that the evening session of the Knights of the Red Ear will insure them a hearty laugh and several hours of pure fun, free from all business worries. Do you wish to laugh? Admission free to the first one hundred wearers of the Red Ear.

THE constitution gives Congress the power to regulate commerce between the states and between this and foreign countries. Under that clause it may have power to regulate the grain trade, but surely it is not thereby given authority to serve the grain trade as inspector. The proper province of government is to rule, to regulate. Wherever it has attempted to serve as thru its Postoffice and Agricultural departments, it has made a mess of the service notwithstanding it always incurs five to six times as much expense as private enterprise would collect for better service.

ELECTRIC power is now being supplied so cheaply from large central plants it is rapidly displacing steam and thereby reducing the investment necessary to provide power, reducing the fire hazard, the cost of maintenance and the cost for labor. Each new cleaning, storage or transfer elevator which is so located as to obtain electric power cheaply installs several motors and applies power only to the machinery needed and directly. The long lines of shafting and forests of belting which the large steam plant always kept moving at needless expense for power has been removed and with it many hazards to life and limb.

MEMPHIS weighing facilities and methods have been investigated as is shown by the reports published elsewhere in this number and the Memphis dealers have asked "the privilege of sending a committee to investigate the weights and weighing system of the complaining Illinois points." This is a reasonable request and should be granted without any hesitation. The more shippers and receivers know of each other's facilities and methods and the better they know one another the greater will be their mutual confidence. Facilities for weighing grain and cooping cars are being improved continually and none can afford to attempt to do business with any but the best.

FARMERS who ignore their sales of grain because of advancing markets or failure of crop do not always escape paying damages to the purchaser for their default. As is shown by letter in this number at least one Kansas dealer proposes to insist upon farmers living up to their contracts, as all dealers should do. Few grain buyers of the oat surplus sections escaped heavy losses this year by reason of the farmers failing or neglecting to fulfill their sales. Buyers' past indifference to small losses has taught the farmer to believe his default was of no consequence and he can not be expected to respect his contract until the other party thereto insists upon it. Enforcing contracts may be an unpleasant duty, but it will be very easy after a short struggle, to obtain fulfillment of all contracts for grain if all buyers will pursue the same policy.

Of You.

I am thinking of you to-day because it is Christmas, and I wish you happiness. And to-morrow, because it will be the day after Christmas, I shall wish you happiness; and so on clear through the year. I may not be able to tell you about it every day, because I may be far away, or because both of us may be very busy. But it makes no difference. The thought and the wish will be here just the same. Whatever joy or success comes to you will make me glad. Without pretense, and in plain words, good-will to you is what I mean, in the Spirit of Christmas. —Henry Van Dyke.

THE FEDERAL INSPECTION CONFERENCE.

The conference of delegates from different grain associations and exchanges at Indianapolis last week, a full account of which is published elsewhere in this number, may not result in many contributions to the National Ass'n's Anti-federal Inspection Working Fund, but it will serve to crystallize the sentiment of the trade in favor of a change.

With the exception of a very few, those in attendance were outspoken champions of uniform phraseology and uniform grading. It was made quite clear that the majority were thoroly disgusted with the existing multiplicity of rules and those who apparently favored federal inspection did so simply because they have lost all hope of obtaining a square deal under existing rules and methods. The bitterness of some speakers reflected heavy losses in recent transactions—the result of misgrading or a misunderstanding of the rules. With uniform rules throuth the land, the dealer who buys No. 2 White Oats in any market would know what was due him without wiring for a copy of the latest rules of that market.

The grain dealers of the land are the ones principally interested in the grading of grain and they are far more competent to solve this problem than the politicians can ever hope to be. True, their first attempt to attain uniformity has proved a failure, but simply thru their own dereliction and at their own cost. Sufferers from confusing, indefinite and ambiguous rules have silently nursed their grief. Had they raised their voice in explicit protest against existing dishonesty, they would long ago have created an irresistible trade sentiment in favor of reform and uniformity.

Out of date rules and out of date methods have cost the trade many times as much as its associations, which would have effected the needed reforms long ago had the sufferers but confided their grief and contributed funds as the cause merits.

The politicians are hungry for more offices, but the grain trade is in no need of their services. The shippers, the commission men and the buyers alone are interested in the grading of grain and they alone should have control of the making of rules, the employment of inspectors and the passing upon appeals. If Congress desires to regulate the interstate grain trade by requiring the use of uniform inspection rules in such trade, no doubt the great majority of the dealers at interest will acquiesce, but the service of politicians in the grading of grain is not wanted and can not justly or legally be forced upon the trade.

In this fight the National Ass'n is necessarily the leader, because it is supposed to represent all sections and all districts of the grain trade, but the trade has giv-

en it such niggardly financial support it has no funds with which to carry on the fight against the proposed legislation.

Methods for raising funds were recommended by the conference, but no mention was made of the shipper, who is just as much interested as any dealer in escaping political inspection and who no doubt will be glad to contribute to the fighting fund. If anything is to be accomplished the trade must get very busy with members of Congress.

SHIPPING IN BULK ON THE PACIFIC COAST.

The agitation in favor of bulk shipment of grain in the Pacific Northwest is gaining strength daily during the present heavy exportation of wheat from the Coast. The inadequacy of antiquated sack handling methods is now revealed as never before.

An investigation just concluded by a track inspector of the Washington State Railroad Commission shows that the railroads are compelled to hold back loaded cars to avoid blockading the terminals. Transfer from car to boat is the weak spot. It takes twelve men, including the weigher, one hour to unload a carload of 1,000 bus. of sacked wheat. In bulk two or three men will do it in 10 to 15 minutes. It takes six days to load a sacked cargo of 125,000 bus. In bulk it can be loaded in 3 or 4 hours.

It is estimated that the saving to the grower and the interior shipper by doing away with sacks will more than offset the expense to the exporters of bulkheading ships for the long ocean voyage.

Whatever merit there may be in the objections by exporters, the sacking of wheat for shipment to Coast mills, which now are numerous and of large capacity, is absolutely indefensible.

In their endeavor to promote the bulk shipment of grain the Washington Railroad Commission will have the hearty co-operation of interior shippers, who will gladly at their own expense provide modern grain elevating machinery and equipment, and thereby reduce the cost of handling grain to a minimum.

GRAIN MEN BUILDING BETTER ELEVATORS.

It is quite gratifying indeed to be able to note the tendency of elevator owners to discard and demolish the old shacks, which have so long taken the place of real elevators. In all sections of the country we find grain men possessed of the desire to have a modern elevator with up-to-date facilities for the rapid and economical handling of grain.

The old method of handling grain by main strength and scoop shovels must give way to the mechanical handling of all grain. Elevator men are gaining a clearer idea of the appointments of the house needed to promote their business

interests. No longer do they give the builder an unqualified order for an elevator of "about 30,000 bushels capacity." The grain merchants have come to recognize the fact that in order to attain the highest degree of success in the business they must study the construction and mechanical equipment of their elevators as well as the markets and the grading of grain.

By building better elevators they greatly reduce the cost of handling each bushel of grain passing thru the house, reduce the cost of labor and the cost for repairs, as well as increase opportunities for doing business at a profit, even tho competing with scoopers or a dealer who attempts to handle grain with an elevator of the old shack variety.

IT'S YOUR TIME TO RESOLVE.

Time is the stuff life is made of. Men measure it by hours, months, and years. A few days slip by and a month is gone. Twelve months and we start a New Year. Thus man, from the bottle to burial is noting the passing of time. After all, time is not a thing to be handled, bot and sold, or measured except in our minds. We have only so much of it as we *make* no matter what the clock or the calendar says. So the dealer whose eye should happen to peruse this might remember with profit there is no such truth as "I haven't the time," an excuse we so often hear which on the face of it is a fallacy.

You have all the time there is. Above and beyond all you should make time to think; think of your home, think of your business, think of yourself and your possibilities. Then it is well that these cycles which we have called months should be of thinking importance to us, especially at the beginning of a New Year. The holiday sentiment of Christmas and New Years carries with it an invulnerable feeling of benevolence; then why not do a little "resolving." The man who doesn't resolve doesn't achieve much. True, the man who doesn't break a resolution probably doesn't make one but all the same he is much better for having made it.

Therefore if we profit by the experience of the closing year in so far as it has affected the grain business, by the lessons we have learned, it is certain that the man who *makes time* to do some of the things he has left undone, as perchance activity in association work, establishing amicable relations with competitors, making more time for his grain journal, is the man who will make the most progress in 1908. A man never shoots any higher than he aims. Then *aim to make time to resolve* that 1908 shall be the most profitable year in business and character building that Time has measured in months and years for you.

Letters

From Dealers

(Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal, so your convictions will be given wide circulation and have great influence. Write it now.)

WILL PAY FOR GRAIN ONLY.

Grain Dealers Journal: We have stopped buying dirt at the price of grain and recently published the following in our local newspaper:

Notice to Grain Raisers.

Commencing December 1st we will buy all grain on the basis of standard weights: Oats, 32 lbs.; barley, 48 lbs.; wheat, 60 lbs.; flax, 56 lbs., and selve the grain for dockage. Heretofore we have been buying dirty grain the same as clean grain, and where a farmer raised good clean grain was getting no more for it than if he raised a lot of dirt. On account of some of the grain being so unreasonably dirty this year it is hard to guess at the dockage. We are of the opinion that on this basis, farmers will try to raise clean grain for the market.

There has been lots of talk and legislation on this subject the past year in order to get the proper basis to work on. Some grain dealers have been buying barley on basis of 50 lbs., some on basis of 48 lbs., others have bot barley this season at 48 lbs. and sieve it for dockage and others have bought it at 50 lbs. and took a dockage, guessing at the amount. Buying all barley at 50 lbs. to the bushel, too much is paid for dirty grain and clean grain is bought too cheap accordingly. We expect hereafter to pay for just what we get. If a farmer hauls in clean grain he will get paid for it. If he hauls in a lot of dirt we will pay for only actual grain. We hope that this will meet the approval of all concerned.—Denhart & Algire.

We think we are taking the right course in this matter. If other dealers have done likewise we would be pleased to see an account of their experience in the Journal.—Denhart & Algire, White, S. D.

NOT NECESSARY TO TRACE TITLE TO GRAIN.

Grain Dealers Journal: We enclose herewith a correct account of a case recently decided by a local court which is of interest to every one identified with the grain trade:

Important to "Change" Dealers.

A decision of the greatest importance to hay and grain dealers, who transact their business on 'Change, was made yesterday by Judge D. D. Woodmansee in the Common Pleas Court, and his jury returned a verdict accordingly. The case came to the court on appeal from a replevin before a magistrate. It all hinged over four quick transactions with a carload of oats on 'Change one Saturday in September, 1905.

On the day in question J. C. Maguire & Co. sold the carload of oats to A. Bender at 30 cents a bushel, the weight fixed on 'Change being for 1,500 bushels. The car was in the Ivorydale yards of the C., H. & D., and the bill of lading was turned over by Good & Co. to Bender immediately, but before the money had passed it was alleged, Bender received notice from his bank that checks for \$850 had come in against his account, and there was not enough to pay them.

Then, it was alleged, Bender sold the carload of oats to Maguire & Co., at 29½ cents per bushel, and they paid J. C. Maguire & Co. \$424.60 at once, he stating that he needed the money, it was claimed. Maguire & Co. turned the deal over within an hour, selling to Gale Bros. at 30 cents per bushel, and the latter ordered the oats delivered to the B. & O. S. W. Railroad, to be delivered at their elevator.

The oats were within a square of the elevators when Attorneys Kelly & Hauck, representing Good & Co., replevined them. Gale & Co. at once put in a redelivery bond and the oats were unloaded into their elevators. Gale Bros. had paid Maguire & Co. \$250 on account of the purchase price, and paid the balance on the official weight

to Maguire & Co. later. However, Good & Co.'s attorneys declared that as the amount was not paid in full before their replevin the sale was not consummated. They also claimed the transaction with Bender was void on the ground that Bender was insolvent and knew it when he purchased the oats and he had no intention of paying for them.

The defense held that the goods could only be followed until they reached the hands of an innocent purchaser. The court found this to be the law and that neither Gale Bros. or the B. & O. S. W. Railroad had any knowledge of the circumstances, but were innocent parties in the transaction, and, therefore, not liable. He so instructed the jury, which rendered a verdict to that effect, releasing the B. & O. Railroad and incidentally the grain dealers, Colonel Len W. Goss, as attorney for Gale Bros. and Maguire & Co., represented the railroad company in the matter.

The decision means that dealers on 'Change are not required to trace back the title to goods they purchase. As to whether any former owner may have a claim upon them, and this makes each deal legal and valid, unless facts can be shown or knowledge on the part of the last purchaser that would make him liable.

We send this in hope that every one may profit by our experience.—Maguire & Co., Cincinnati, O.

WOULD FEDERAL INSPECTION REMEDY PRESENT TROUBLES?

Grain Dealers Journal: I see some very pointed references in your paper against Federal Inspection. I do not wish to pose as an advocate for it, because I know nothing about it. Have never seen the arguments for or against it intelligently presented and should be very pleased to have you secure and publish a fair and candid statement of both sides.

The main argument, so far as I know, is that it gives opportunity for additional government officials. This, in my estimation, does not condemn the movement, as it is only substituting a different set of inspectors. I imagine it would not take a greater number in the one case than the other, nor would the expense be materially different provided the work was efficiently and honestly done.

I presume the individual inspector would be about the same whether under federal authority or under the state, or under any of the various exchanges. Human nature will bear watching and what is needed is a system which will prevent the injustice that is all too prevalent at the present time.

Every one will admit that there should be a uniform inspection. Admitting that uniform grading were agreed upon, and proper standards established, we would still have the question of enforcing it. Different localities would place a different construction on the standards. A country shipper selects his grain carefully and has every reason to think that it will pass, but it falls into the hands of a careless inspector at a terminal market, is rejected, and the shipper has no remedy.

A Chicago merchant sells No. 2 white oats and furnishes inspector's certificate but on arrival here they are not up to grade. There is no doubt of it; the oats are on track to speak for themselves, but the seller has fulfilled his contract and the buyer has no recourse. The seller may not be to blame but the inspector is, and should be under bond and held liable for any mistakes. [All state inspectors are liable.—Ed.]

Some provision should be made for reinspection at destination and then, under careful restriction, if it is found that the original inspector is wrong, he should bear the loss.

Now whether Federal Inspection would attain this result or not is a question, but certainly some plan should be adopted that will, and I have seen no plan sug-

gested except Federal Inspection that offers any chance of a central authority which can investigate and correct any mistakes that have been made.

There is so much misrepresentation and positive dishonesty in the shipment of grain, that there surely ought to be some way of preventing it. I handled a couple cars of oats recently for a shipper, whom I believe, had no means of seeing them and when they reached here they were simply unmerchantable. We ran them through the elevator and took out about three tons of seed and then left them with an amount of seed in them that almost prohibited their sale. There is no doubt in my mind that they had been shipped from an elevator that had been cleaning oats and simply spouted this seed in.

I could write a book almost on instances of this kind and surely it is to the interest of reputable exchanges to devise some way to prevent it.

Government inspection, other things being equal, would not be any more honest than the other. The advantage, if any, seems that there will be some central authority, which could be appealed to and a government inspector would be very careful in grading when he knew it would go to some other point where it would be reinspected, not only by the government itself, but by the dealers. Another advantage would be that inspectors would be changed from point to point, and not so apt to get into the hang of suiting any particular dealer or set of dealers. I think I realize the extreme difficulty in devising some plan that would suit all parties, but it does not do to condemn it on that account.—Yours very truly, R. S. McCague, Pittsburg, Pa.

FARMERS AND MILLERS FAVOR UNIFORM INSPECTION.

Grain Dealers Journal: Inclosed I hand you a clipping from the daily Star of Indianapolis of the action of the Indiana Farmers' Congress on the 17th, the day after the representatives of the Boards of Trade of the country held their session in that city, taking action looking to the defeat of legislation intended to bring about the establishment of uniform grades of grain.

You will also find a copy of a resolution that was passed by the Indiana Millers Ass'n at its mid-winter session, held in Indianapolis on the 18th, in which it clearly announced itself in favor of uniform grades of grain, with such federal legislation as will be necessary to accomplish that purpose.

Resolutions Adopted by Indiana Millers Assn.

WHEREAS, we, the Millers of Indiana, believing that the best interest of the producers, and handlers of grain, and manufacturers of grain products, will be conserved by the establishment and maintenance of uniform classification and grading of grain, in all the markets of this country, and to the end that such classification and grades should become staple as the currency of the country, be it

RESOLVED, that we favor uniform grades of grain, and that the same may be properly and effectively established and maintained, we favor such federal legislation, on that subject, as will produce the necessary results, and maintain the integrity thereof in all the markets of this country, we, therefore, recommend the pending federal legislation with only such modifications as will be necessary to accomplish the purpose indicated. Be it further

RESOLVED, that the Secretary of this Association be instructed to forward copies of this resolution to the President of the United States, to the Honorable Secretary of Agriculture, Senator McCumber, and to the Hon. Jas. E. Watson, member of Congress from this state, who introduced the measure now pending in Congress, and to

each of the Honorable Senators and members of Congress from this state.

I am sure that at least 90 per cent of the farmers, of the grain producing states are in favor of such legislation and 95 per cent of the country grain dealers and millers, so that the issue has now been made by the terminal receivers on one side and all other interested parties on the other.—Chas. B. Riley, Rushville, Ind.

A CORRECTION; SUING FARMERS FOR NON-DELIVERY OF WHEAT.

Grain Dealers Journal: Referring to the article in Kansas news column of the Journal of the 10th regarding the suit instituted against us by Mr. B. S. Haskett, a farmer of Riverdale, Kans., to recover \$500 damages for the alleged failure to accept wheat on our part, on the contract made by him with our Mr. H. M. Hickman, we desire to state that the item is correct, in so far as Mr. Haskett having sold us the amount of wheat that he alleges. However, you should have stated that Mr. Haskett agreed in writing to deliver this wheat between Oct. 23 and Nov. first. We not only made contracts for wheat to be delivered between those dates with Mr. Haskett, but also with other farmers in that vicinity, none of whom delivered any of their wheat, however so much we were wanting it. We are now proceeding against them for damages on account of their not having delivered the wheat as they agreed to do.

This wheat was bot to supply a certain trade with our mill products on the R. I. road in the Indian Territory, and we were wanting this flour for the reason that it covered a certain tonnage that we could use to advantage in that vicinity. None of this wheat was tendered to us at any time, while we were prepared to receive it at all times during the life of the contract, and we have been led to believe that the reason the farmers did not deliver this wheat was on account of the uncertainty of the bank situation during that time. However, we had overcome this by having made arrangements with the bank at Wellington, Kans., to take up the paper at that place, which is the banking town for the vicinity of Riverdale.

We write you at length concerning this matter, in order that you may fully understand the situation, and the position that we have been placed in. From your article the inference would be that we laid down on the deal because the price of wheat had declined, and that we were not willing to pay Mr. Haskett and friends the \$1 for the wheat, which is not the case. We had our flour sold on the basis of that price, and we were put to considerable trouble and further expense in securing wheat to fill those orders.

In this connection we might state that the present financial situation has produced many peculiar conditions in the milling business, and merchants who have placed an order in writing with the mill in good faith when he found that money matters were such that he could not protect an arrival draft for the shipment would not hesitate to inform the mill of this fact and ask for the cancellation of the order. While we understand perfectly well that we could have enforced the contracts, and other mills have perhaps met with the same conditions, however, we have found it prudent to protect these merchants in helping them out of their difficulty. This in the main may not be a correct position to take, however, we hold that it is not right to place a man in a position where he cannot meet his obli-

gations, howsoever honorable the man may be. We understand of course where a mill as well as an elevator buys wheat for delivery from farmers or from friends, that the same conditions apply and in this case we have certainly not tried to avoid filling our part of the contract. However, our contract with Mr. Haskett and with the other parties in that vicinity was in writing and the days for the delivery of the wheat were plainly indicated. So long as these parties did not tender any of this wheat at any time during the life of this contract, we certainly could not be expected nor held to fulfill our part of the contract, when we as well had been injured by their non-delivery of the wheat.—Yours truly, Border Queen Mill & Elev. Co., Frank H. Kolm, Mgr., Caldwell, Kan.

SECURED JUDGMENT OF \$2,500 AGAINST CARRIER FOR DISCRIMINATION.

Grain Dealers Journal: We have received many inquiries concerning a suit brot against the C. H. & D. R. R. for damages resulting from its discrimination in the distribution of cars and we know of no better way to get it before the members of the grain trade.

No doubt all of your many readers and especially those doing business in Ohio will be glad to learn the facts which are made clear in the following statement:

The case was on trial in the Common Pleas Court in Troy, Miami county, Ohio, on Dec. 16th and 17th, 1907. The Myers & Patty Co., owner and operator of a grain elevator at Pleasant Hill, O., brot suit against the Cincinnati, Hamilton & Dayton Railroad Co., on the line of railroad their elevator was located.

In their petition filed in court the Myers & Patty Co. claimed that the C. H. & D. R. R. Co. discriminated against them and in favor of one Samuel Rudy, owner and operator of a grain elevator at Covington, O., in the distribution of cars. The case covered the month of November, 1905, only.

The suit was based upon a statute of Ohio, which provides in substance that railway companies must furnish to all shippers of the same class equal facilities, and that upon failure to do so the Railroad Co. shall be liable to the party injured in the sum of five hundred dollars for each discrimination.

The petition contained eight causes of action and contended that during the month of November, 1905, the plaintiff had been discriminated against eight different times, and that the company had discriminated in favor of Mr. Rudy that many times in the distribution of its cars.

The evidence disclosed that the Myers & Patty Co. for some time prior to November, 1905, had about twenty thousand bushels of old grain in its elevator. On October 24th a part of this grain was sold and October 28th more of it was sold. The Myers & Patty Co. ordered cars of the Railway Co. to ship this grain during the month of November. The evidence showed that the Railroad furnished but one car with which to ship this grain during the month of November. The evidence also showed that new corn was coming in and the plaintiff company was ready to buy and ship this new corn and ordered cars for that purpose, but was wholly unable to obtain any cars. The evidence further disclosed that the plaintiff's business was practically suspended for the entire month and for some time afterwards and that the grain that was sold in October was not shipped until

December and part of it not until January of the following year.

The evidence also disclosed that Mr. Rudy, whose elevator was located at Covington, on the same line of railroad, only four miles distant from the elevator of the Myers & Patty Co., was furnished during the month of November by this Railroad with 13 cars in which to ship the grain he was handling.

The Railroad for its defense claimed that during the period involved there was a car famine and that it could not furnish all the cars the shippers needed. The Railroad Company also claimed that there was a larger inbound business at Covington than at Pleasant Hill, and that it was the custom of the Company to use the cars loaded with inbound business when unloaded to furnish the same to people located at the same station rather than carry the cars to other stations.

The evidence disclosed that there was a local freight upon this line of railroad that passed through both Pleasant Hill and Covington each way every day. The business of this local freight was to set cars at the various stations and also to take up cars loaded, carry them to the point of destination, and also to carry empty cars from one station to another where needed. The evidence disclosed that it only required about thirty minutes time to take any of these cars from Covington to Pleasant Hill or from Pleasant Hill to Covington.

It was conceded by the plaintiff that at the time in question there was a car famine, but the plaintiff contended that while that was true the evidence showed beyond dispute that there were fourteen cars for distribution between Rudy at Covington and the Myers & Patty Co. at Pleasant Hill, and that the act of the Railroad Co. in giving thirteen of these fourteen cars to Rudy and but one to the Myers & Patty Co. was a discrimination in the distribution of the cars which the Railroad had for distribution at these two points.

After a trial lasting two days the jury returned a verdict finding that there had been five discriminations and awarding the plaintiff damages in the sum of \$2,500.

This is the first case of this kind in this section of the state and so far as reported decisions disclose the first case in the state of Ohio under this statute. It will be observed that the remedy provided by this statute is a powerful weapon in the hands of shippers who have not been treated fairly by railroad companies.

The C. H. & D. R. R. was the only railroad handling freight at Pleasant Hill, O. The Myers & Patty Co. was dependent entirely upon this railroad. The evidence disclosed that the expense of hauling the grain to other lines of railroad was prohibitive. The evidence also disclosed that at Covington, O., there were two lines of railroad handling freight, and that if the C. H. & D. R. R. Co. did not accommodate Mr. Rudy he could switch his business to the Pennsylvania lines which passed through that village.

It was contended by plaintiff that one of the purposes of the legislature of this state in passing this statute was to give protection to shippers who had no other mode of transportation except the one line of railroad.

The Myers & Patty Co., plaintiff in the case, were represented by Gilbert & Shipman, attorneys at Troy, O., and the Railroad Co. was represented by A. F. Broomhall.

Hoping other dealers may profit by our experience, we are The Myers & Patty Co., Pleasant Hill, O.

Asked— Answered

*Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

WHAT ALLOWANCE TO BUYER FOR CANCELING?

Grain Dealers Journal: Is track buyer entitled to more than the difference between his card bid and his ½ cent commission above what grain was sold at, to cancel a sale?

Will readers please answer thru Asked and Answered column?—J. P. Allen, Boswell, Ind.

RECORD OF OPENING, HIGH, LOW AND CLOSING PRICES WANTED?

Grain Dealers Journal: Can any reader of the Journal tell me the address of the publisher of a book or pamphlet showing the opening, closing, high and low prices of wheat and corn for a number of years?—John T. Harbine, Jr., Xenia, O.

Ans.: With the exception of one month a complete record of the opening, high, low and closing quotations on wheat, corn and oats since Dec. 26, 1900, has been published in the Grain Dealers Journal, in the chart of "Chicago Prices."

COMMISSION CHARGES ON GRAIN AND HAY.

Grain Dealers Journal: Please let me know the legitimate commission charges on hay and grain in Chicago. Is there any law governing same? Please give me the name of some responsible party to whom I may ship baled hay.—S. H. May, Alpena, S. D.

Ans.: The commission charges in Chicago are governed by rules of the Chicago Board of Trade which are as follows: Baled hay, \$7.50 per car of ten tons or less; 75¢ per ton for cars of hay over ten tons. Shelled corn ½¢ per bus.; ear corn 1¢ per bus.; wheat, rye and barley, 1¢ per bus. We fully believe advertisers in the Grain Dealers Journal to be responsible.

HOW MUCH CALCIUM CHLORIDE WILL PREVENT FREEZING?

Grain Dealers Journal: Can the Journal furnish us with information on the use of calcium chloride for the prevention of the freezing of water used for cooling gasoline engines?

We have a tank that holds 400 gallons. How much of the stuff will keep this from freezing? Is there any other chemical suitable?—Stockdale & Dietz Co., Walcott, Ia.

Ans.: Five pounds of calcium chloride to the gallon of water will prevent freezing at 39 degrees below zero Fahr.; and 5½ lbs. per gallon of water will prevent freezing at the extreme cold of 54 degrees below zero Fahr., so that 2,000 lbs. should be enough for 400 gallons in the latitude of Iowa. The calcium occupies considerable bulk, so that a quantity of water must be drawn off from the tank to make room for the calcium, if the tank can contain 400 gallons and no more. By drawing off about 40 gallons of water and filling up with 1,500 lbs. of calcium the

tank will be about filled, and perfectly safe against frost.

No other chemical is so suitable, low price and absence of corrosion considered.

The use of calcium in non-freezing mixtures was described in the Journal Nov. 10, page 620.

If tank is made of wood its inside walls must be painted with special paint to prevent its shrinking.

COMPARATIVE MERITS OF PURIFYING PROCESSES.

Grain Dealers Journal: Will some reader kindly give us their opinion as to the relative merits of the processes of grain purifying by sulphur as compared with any other method, and greatly oblige.—G. A. Co.

THE C N D ABBREVIATIONS?

Grain Dealers Journal: Will the Journal please send us the abbreviations used to designate the months on the C N D quotations. —Saunders-Westrand Co., Wakefield, Neb.

Ans.: Jan., F; Feb., G; Mar., H; Apr., J; May, K; June, M; July, N; Aug., Q; Sept., U; Oct., V; Nov., X; Dec., Z; and year, &.

THE BANNER YEAR OF CORN.

Grain Dealers Journal: We have had a very heated argument in my office in regard to the banner year of corn. Please settle the question and also the bet.—F. K. Lane, mgr. J. T. Sims & Son, Oakland, Ill.

Ans.: According to the U. S. Department of Agriculture the corn crop of 1906 was the biggest, 2,927,416,091 bus. The next best was 1905 with 2,707,993,540 bus.

SHOULD CARRIER GIVE CERTIFICATE OF WEIGHT ON GRAIN DELIVERED?

Grain Dealers Journal: We buy a carload of oats from a New York broker. In due time we receive a bill to which is attached western certificates giving the weight of the oats per bushel and the total weight in the car, the number and initials of the car being specified. After two or three weeks we are notified by our freight agent that a car of oats has arrived for us. We are given a car of which we have no record, and are told by the railroad people that the oats were transferred from the car, for which we have the record, at Buffalo or some other point.

No reason is given for the transfer, even when the car belongs to the railroad on which we are located. It is expected that we shall receive and pay for the oats without questioning whether we receive the same oats that we bot or whether we get the weight on the original certificate. We have no track scales here, and we store the oats in bulk, so we cannot check the weight without considerable expense.

We have received several cars which have been leaking all along the route, and unless we had happened to notice a stream of oats pouring out of a hole in the car as it was being switched back and forth in front of our office, we would have received the car in blissful ignorance of our loss of weight. The railroad never calls attention to such a leak, but if it gets too big while en route, or if the car is in a collision or breaks down enroute, the oats are transferred to another car and the consignee has no assurance that he has

not lost a ton or two by said leak, collision, breakdown or transfer.

We write to ask why the railroad should not be made to give a certificate covering the car actually delivered? We also think that, barring accidents or leaks, original cars should come through regardless of their being owned by other railroads. We would like to know how other people feel about the above. Yours truly, The Prentice Company, J. H. Prentice Pt., Englewood, N. J.

YIELDS AND AVERAGE PRICES FOR 20 YEARS?

Grain Dealers Journal: Where can I obtain a set of wheat tables or charts as to the annual average yield per acre per state in the United States and in Canada for 20 years back in the U. S. and 10 years in Canada?

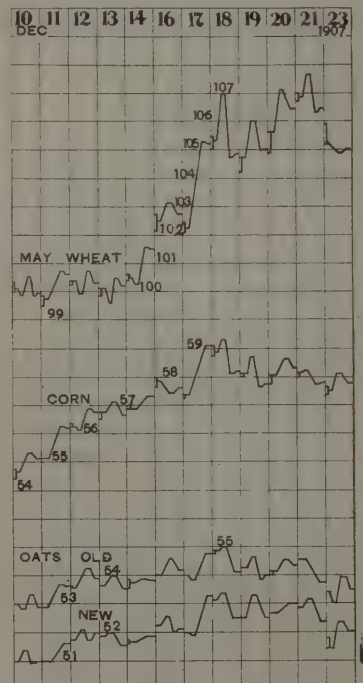
I should also like to obtain the average weekly or monthly quotation for Chicago and Winnipeg for an equal number of years.—T. J. Van Alstyne, mgr. Midland Grain Co., Wilkinsburg, Pa.

Ans.: The Yearbooks published annually by the U. S. Dept. of Agriculture give the average yields per acre per state for 10 years back; and each Yearbook contains the high and low monthly wheat quotations at Chicago and several other leading markets, for 5 years back. The publications of the Dept. of Agriculture are sold by Superintendent of Documents, Government Printing Office, Washington, D. C.

For market prices address the Secretary of the grain exchange of the market whose prices are wanted.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and old and new style oats for the May delivery at Chicago for two weeks prior to Dec. 24 are given on the chart herewith.



Crop Reports

Illinois.

Secor, Ill.—Weather is cold and drying corn well. Will be in shape to ship in short time. Only 4 or 5 cars have left our station yet.—McClean Grain Co., J. D. McClean, mgr.

Springfield, Ill.—The Illinois state board of Agriculture in its December bulletin reports the corn crop of the state to have been 254,608,000 bus., and the quality 83 per cent of normal. Corn is reported as soft and not fully matured from many counties in the state, especially those in the northern division. The area of wheat sown for the next crop is 1,319,293 acres, a decrease of 3 per cent, and its condition is 91, being backward due to lack of moisture. The acreage of rye has decreased 5 per cent, 67,400 acres being reported.

Iowa.

Des Moines, Ia.—J. R. Sage, director of the Iowa crop bureau, reports the total yield of corn as 246,898,000 bus.; against 388,348,000 bus. in 1906. The average yield of spring wheat was 18 bus. per acre, and the total crop was 4,402,000 bus. Of winter wheat the yield was 19.8 bus. per acre, and the total crop 1,698,000 bus. The yield of oats was 24.5 bus. per acre, and the crop 111,190,000 bus.; barley yielded 24.6 bus. per acre; rye 17 bus. and flaxseed 10.8 bus.

Kansas.

Greensburg, Kan.—Wheat crop was very poor. Corn in this territory very good.—Joe Clark.

Missouri.

Columbia, Mo.—The total corn crop for the state this year is 232,541,324 bus., with an average yield for the entire acreage of 32.7 bus., which is .7 of a bushel lower than the average yield for 1906 for the entire acreage, and a total product of about 600,000 bus. less than last year. The quality of the new crop in the northern part of the state is better than last year; while in the central and southern portions of the state the quality is somewhat below what it was last year. This decrease in quality is caused principally by the drought, and on account of the late planting some of the corn is soft and not well matured. The average quality for the entire state for this year is 86; compared with an average of 91 for the year 1906. On account of the drought, preventing the proper preparation of the soil, the wheat acreage sown in the fall of 1907 is considerably reduced. The acreage sown compared with that sown in the fall of 1906 is 12% less in the Northeast, 3% less in the Northwest, 1% less in Central, 7% in the Southwest, and 12% less in the Southeast, or an average decrease for the entire acreage of 6% below that of 1906, making the present acreage practically 2,112,000 acres. The condition of the growing crop on Dec. 1 this year is 85, which is three points better than the condition one year previous, and only two points below the five-year average. Where the wheat was sown in well prepared soil it is now in excellent condition.—Geo. B. Ellis, Secy. Missouri State Board of Agri.

North Dakota.

Edmore, N. D.—The crop around this territory is poor and very small.—S. A. Johnson.

Dunning Siding, Maxbass P. O., N. D.—Most of the grain here is marketed. The

crop was very light, being frosted very badly, and only went about 10 bus. to the acre, and graded No. 2-3-4 and very little No. 1.—B. C. Phipps.

Hatton, N. D.—This territory raised a good crop the last season, wheat averaging 17 bus. per acre, flax 10, barley 22; 50% of the wheat grades No. 1. About 50% of the crop is shipped already. The weather has been splendid the last six weeks, and a lot of grain has been marketed that otherwise would have been held until next summer.—A. A. Lee.

South Dakota.

Twin Brooks, S. D.—Very good crops in this territory, this fall; in fact the farmers have got the top prices for all grain, and a No. 1 price for most of their wheat. An ideal fall for farmers, most of plowing done. About 80% of the grain marketed.—G. O. Matheny, agt. Miller Etr. Co.

Government's Final Estimates.

The final estimates of the Crop Reporting Board of the Bureau of Statistics of the Department of Agriculture, indicate the acreage, production, and value, in 1907, of the farm crops of the United States named in the following table to have been as stated in the table below:

Crops.	Area. Acres.	Production. Bus.
Corn	99,931,000	2,592,320,000
Winter wheat.....	28,132,000	409,442,000
Spring wheat.....	17,079,000	224,645,000
Oats	31,837,000	754,443,000
Barley	6,448,000	153,317,000
Rye	1,926,000	31,566,000
Buckwheat	800,000	14,290,000
Flaxseed	2,865,000	25,851,000
Rice	627,300	18,738,000
Potatoes	3,124,000	297,942,000
Hay, tons	44,028,000	63,677,000

The average weight per bushel is shown by reports received by the Bureau to be 56.9 pounds for spring wheat, 58.9 pounds for winter wheat, and 29.4 pounds for oats.

The Visible Supply.

The visible supply of grain in the United States and Canada on Dec. 21, as reported by Geo. F. Stone, sec'y. of the Chicago Board of Trade, was as follows, three ciphers omitted:

In store at—	Wheat, bu.	Corn, bu.	Oats, bu.	Rye, bu.	Barley, bu.
Baltimore ..	771	683	210	154	.....
Boston	1,183	59	3	.....	.....
Buffalo	3,261	.....	897	93	1,340
do afloat ..	6,950	145	765	50	581
Chicago ....	.....	.....	532	295	131
Detroit	350	114	27	23	4
Duluth	3,938	.....	328	27	173
Ft. William ..	2,381	.....	.....	.....	.....
Galveston ..	629	322	.....	.....	.....
Indianapolis ..	254	183	156	.....	.....
Kan. City ..	2,278	39	106	.....	.....
Milwaukee ..	340	7	229	5	358
Minneapolis ..	6,178	79	2,233	122	3,074
Montreal ..	78	86	130	.....	94
N. Orleans ..	680	385	162	.....	.....
New York ..	3,351	157	617	291	139
Peoria	2	90	998	3	.....
Philadelp'a ..	2,109	43	75	.....	.....
Pt. Arthur ..	2,245	.....	.....	.....	.....
do afloat ..	335	.....	.....	.....	.....
St. Louis ..	2,205	38	82	6	19
Toledo	908	111	297	7	.....
Toronto	1	.....	1	.....	.....
Total	45,319	2,917	7,442	1,076	5,922
Last year.....	43,836	4,505	12,967	1,895	3,484

000 omitted.

Receipts in Bushels at Primary Markets.

Receipts at Chicago, Minneapolis, St. Louis, Duluth, Milwaukee, Kansas City, Toledo, Detroit and Peoria.

	WHEAT.	CORN.	OATS.
Week ending—	1907. 1906.	1907. 1906.	1907. 1906.
Nov. 2.....	5,699,509 6,058,513	2,911,483 2,633,588	5,074,196 4,896,406
Nov. 9.....	4,805,227 6,386,778	1,551,381 3,158,019	2,575,824 4,344,932
Nov. 16.....	4,200,868 6,164,477	1,364,695 3,298,943	2,590,107 3,906,107
Nov. 23.....	4,526,782 5,485,839	1,955,539 2,829,157	2,296,971 3,770,975
Nov. 30.....	5,969,323 6,546,462	1,690,088 2,089,422	2,187,196 3,152,669
Dec. 7.....	6,921,194 6,267,849	2,626,595 2,514,773	2,551,558 2,851,380
Dec. 14.....	6,118,253 5,289,771	3,914,620 3,192,865	3,326,069 2,577,968
Dec. 21.....	5,178,730 4,905,000	4,082,200 4,315,300	4,074,600 3,093,000
Since July 1.....	135,702,156 146,381,498	86,138,737 80,242,460	92,285,501 102,630,039

Receipts at Chicago, Milwaukee, Minneapolis and Duluth.

	BARLEY.	RYE.	FLAXSEED.
Week ending—	1907. 1906.	1907. 1906.	1907. 1906.
Nov. 2.....	2,390,124 2,165,167	215,730 207,094	1,983,879 1,774,894
Nov. 9.....	1,583,431 2,298,598	161,096 241,026	1,937,004 1,624,455
Nov. 16.....	1,262,480 2,087,810	133,860 238,058	1,587,506 1,799,129
Nov. 23.....	994,791 2,069,798	116,624 169,467	1,603,226 1,441,227
Nov. 30.....	819,451 1,874,005	129,470 1,874,005	1,462,439 1,680,499
Dec. 7.....	1,100,380 1,769,923	140,380 280,710	1,351,428 1,109,584
Dec. 14.....	1,362,600 1,747,400	134,700 250,600	1,044,960 890,700

Grain Dealers Meetings.

The annual meeting of the Indiana Grain Dealers Ass'n will be held in the Indianapolis Board of Trade Assembly Hall Jan. 8 and 9, 1908.

The Central Illinois Grain Dealers Ass'n will hold its annual meeting in Peoria, Hotel Fey, on the evening of Jan. 14.

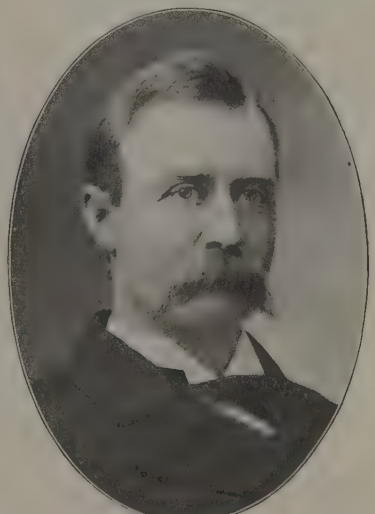
The tenth annual meeting of the Kansas Grain Dealers Ass'n will be held in Topeka Jan. 14 and 15.

The twelfth annual meeting of the Grain Dealers National Ass'n will be held in St. Louis, Mo., Oct. 15, 16 and 17, 1908.

E. P. Nelson, New Chief Weighmaster at Superior.

On Jan. 1, 1908, Wisconsin inspection and Wisconsin weights will be inaugurated at Superior, Wis., by authority of the Wisconsin Grain & Warehouse Commission.

At the head of the weighing depart-



E. P. Nelson, Chief Weighmaster, Superior, Wis.

ment the Commission has placed E. P. Nelson, whose portrait is given in the engraving herewith. Mr. Nelson was born in Minnesota in 1863 and has been connected with the grain and elevator business all his life. At the time of his appointment as weighmaster he was superintendent of the Duluth Elevator Co., at Willmar, Minn. About 12 years ago when the Minnesota State Department weighed grain at Superior Mr. Nelson was chief weighmaster of the Superior branch.

Mr. Nelson is a product of the farm, his education having been gained in the common school and by hard work. In his new position he is fortunate in possessing the confidence not only of his employees but of the elevator interests as well.

Chief Weighmaster Nelson and Chief Grain Inspector Archibald McMillan will have offices in the Superior Board of Trade building.

Scientists are discovering considerable degrees of a certain sort of intelligence in plants, but they have not yet found a wheat that is smart enough to know its own grade.—Roller Mill.

The Grading of New Corn.

New corn in many sections is drying out very slowly and shippers profiting by their losses of recent years are refusing to buy except for local feed trade. The corn of some sections matured early so can now be shipped with safety and the shippers are taking advantage of the ruling high prices.

NEW CORN AT CHICAGO.

Receipts of corn at Chicago for the week beginning December 15 and ending the 21st were 2,183 cars, of which 104 cars graded No. 2; 670 cars No. 3; 636 cars No. 4 and 773 cars of corn "No Grade."

NEW CORN AT INDIANAPOLIS.

Sec'y Jacob W. Smith of the Indianapolis Board of Trade reports that only two cars of old corn were received in that market the third week of December. The total number of cars of each grade of corn are as follows: No. 3 White 12; No. 4 White 82; No. 3 Yellow 5; No. 4 Yellow 31; No. 3 Mixed 6; No. 4 Mixed 54; No Grade 75; No Est. Grade 3; Ear 3.

NEW CORN AT EAST ST. LOUIS.

J. B. Stevenson, Deputy Chief Inspector at East St. Louis, reports the number of cars of corn arriving East Side St. Louis Dec. 16th to 21st inclusive as follows: No. 2 Corn 2 (New); No. 2 Corn 2 (Old); No. 3 Corn 95; No. 4 Corn 16; No. 2 Yellow Corn 2; No. 3 Yellow Corn 11; No. 4 Yellow Corn 3; No. 2 White Corn 2 (Old); No. 3 White Corn 9; No Grade Corn 1; total 143 cars.

NEW CORN AT TOLEDO.

Sec'y A. Gassaway of the Toledo Produce Exchange reports the grading of new corn for the week ending Dec. 21 as follows: Our receipts this week were 126 cars, all new but one. Of the 125 new, 2 were ear. There were two of No. 2 yellow and 30 of No. 3 yellow, making 32 cars or 26 per cent. contract; 37 cars or 30 per cent. were No. 4, including 16 cars No. 4 yellow, 18 No. 4 white, and 3 No. 4 mixed; 2 cars were No. 2 mixed and 13 No. 3 mixed; 20 cars or 16 per cent. were sample; 19 cars equal to 16 per cent. were No. 3 white. Of the total, over 53 per cent. were No. 3 grade or better.

GRADING OF NEW CORN AT BUFFALO.

Fred E. Pond:

Of the corn arriving at Buffalo during the week ending December 21st, 1907, .97+ has been "New." The total number of cars of each grade of new corn inspected during the week ending Dec. 21st, 1907, was as follows: No. 2 mixed, 9 cars; 3 mixed, 48 cars; 4 mixed, 25 cars; 3 K. D. mixed, 6 cars; 4 K. D. mixed, 3 cars; 3 H. M. corn, 3 cars; 3 K. D. Yellow, 29 cars; 4 K. D. Yellow, 3 cars; 2 Yellow, 29 cars; 3 Yellow, 242 cars; 4 Yellow, 92 cars; 2 White, 1 car; 3 White, 68 cars; 4 White, 7 cars; N. G. corn, 49 cars; total, 615 cars.

Following is a partial statement showing moisture tests:

No. 2 Yellow—5 cars 15.5%; 2 cars 15; 6 cars 15.4.

No. 3 Yellow—9 cars 18.2%; 8 cars 18.8; 11 cars 19; 2 cars 19.1.

No. 3 Kiln Dried—5 cars 18; 3 cars 18.1; 6 cars 16.4.

No. 4 White Corn—5 cars 19; 2 cars 19.2.

No. 4 Yellow Corn—7 cars 19.2; 5 cars 20.3; 3 cars 20.

No Grade Corn—3 cars 24.9; 5 cars 23.2; 4 cars 20.2; 3 cars 21; 2 cars 32; 1 car 35.3.

NEW CORN AT OMAHA.

Chief Inspector Geo. B. Powell of Omaha reports that during the week of Dec. 16th to the 21st, inclusive, Omaha's receipts were very light in corn. "We had considerable oats and wheat, but only 160 cars of corn, 155 of which graded new corn, 5 grading old corn. Of the 155 cars of new corn, 39 graded 3 Yellow; 5 graded 4 Yellow; 32 graded 3 White; 11 graded 4 White; 1 graded 2 Corn; 64 graded 3 Corn; and 3 graded 4 Corn, showing that practically all of our corn is grading in the No. 3 grade.

"I have put in an apparatus for determining the moisture and find that the Nebraska corn grading No. 3 this year is running from 16½ to 18%, a large portion of it testing 17%."

Exports of Breadstuffs.

The value of breadstuffs exported during November shows a flattering increase over the value for November last year, having been \$24,736,000 for the month, against \$15,416,000 a year ago. For the 11 months prior to Dec. 1 the total value of all breadstuffs exported was \$177,188,691; compared with \$163,359,797 for the corresponding months of 1906.

That the grain trade has been able to hold its own and even make large gains in the face of the bankers' panic will be a gratifying surprise to many who have not realized that the grain dealer is close to that most prosperous individual, the American farmer. That the gain for the month was not accomplished by throwing our farm products on the international bargain counter is shown by the higher prices obtained this year. The 14,409,337 bus. of wheat exported during November were valued at \$14,774,582; against 8,621,521 bus. valued at \$6,595,931 for November last year.

During the 11 months prior to Dec. 1 our exports of breadstuffs included 72,706,000 bus. wheat, 13,827,000 bbls. wheat flour, 77,693,000 bus. corn, 1,587,000 bus. oats, 1,065,331 bus. rye, and 3,943,000 bus. barley; compared with 54,064,000 bus. wheat, 12,930,000 bbls. wheat flour, 94,604,000 bus. corn, 25,127,000 bus. oats, 1,072,000 bus. rye and 13,150,000 bus. barley during the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

I predict that there are speculative markets ahead of us, which for activity and money making possibilities will discount those of last summer. Would advance the following suggestion. Buy May wheat at market and sell an equal amount of July at ruling spread. Spread has been 10c and in my opinion will become larger. July wheat has seldom in the history of the trade sold above 1.05 and is now higher than when Leiter started on his famous campaign. It did not sell above 1.03½ during green bug scare.—Chas. Sincere.

Durum wheat flour will make good bread when it is made by the method best adapted to it, but it will not make the same kind of bread as can be made from spring wheat flour. Durum wheat is with us to stay.—David Chidlow.

Strength of Structural Timbers.

BY JOHN SCOTT.

The durability of elevator construction depends upon material and workmanship. A house founded upon a rock will not stand the strain of thousands of bushels of grain in its bins, unless the material forming the bins, and the workmanship is sufficiently strong and durable to counteract all pressure. Something new? No! Fashions in building are not perennial like those in clothes.

There's no excuse for buying a poor machine. Every known device needed in an elevator from a monkey wrench to an automatic scale may be purchased from firms of long established reputation. Not so much is known about the strength of structural timbers. It's one thing to contract for an elevator of a given capacity to contain certain kinds of timber with specified length, breadth, and thickness, and its another to know you are getting what you contract for.

Timber is tested for strength by various mechanical methods. Mechanical tests are made upon small pieces of the timber, but the conclusions drawn from such testing, tho instructive, are not convincing, for in large timbers such defects as checks, knots, and cross grains are always present while in the small pieces they are not likely to be found. The location of defects, proportion of heart and sap wood, and the state of seasoning of the timber needs to be considered.

It is impracticable for the layman who wishes to use large timbers therefore to think of testing them. He must rely upon the judgment and honesty of the dealer from whom he purchases. He should know if possible that large construction timbers have had at least seven or eight months of seasoning before being used, for the timber is weakened in proportion to the amount of moisture in it. When large timbers such as the fir and yellow pine are shipped by rail it may be set down as a foregone conclusion that it is thoroly seasoned as the freight on such timber is so high that dealers cannot afford to receive it before it is seasoned. When it is shipped by boat, however, it makes no difference as water rates are comparatively low.

It is surprising how much moisture is found in well seasoned timbers. Government tests show that green pine is 48 per cent moisture, green fir over 30 per cent and Minnesota tamarack 50 per cent. After lying in the lumber yards at Washington, D. C., for one year several sticks of yellow pine contained 35 per cent moisture. After drying for two years loblolly pine from Virginia contained 34 per cent of moisture.

In small sticks the strength begins to increase after the moisture has been reduced to 26 per cent. While the same law holds good to a limited degree in large timbers yet it is not necessarily so, for while drying the large timbers develop defects which partially offset the increase in strength due to drying. It is proved beyond a doubt that timbers are increased in strength 10 to 30 per cent by one year of careful seasoning.

Yellow pine is usually used for construction of grain elevators on account of its strength, hardness, durability and the good lengths of heart woods that can be obtained free from knots.

Two by four and two by six hemlock is usually used for cribbing. Eastern hemlock has not had the best kind of a reputation, and since western hemlock has been introduced into the east it has met with considerable prejudice and con-

sequently has often been sold under fictitious names.

Prices of timber will not decrease much if any in the future on account of the well known depletion of our great forests. There is, however, going on now in Chicago a local commercial war between the lumber interests which has considerably lowered the price of timber although the country man will not likely be benefited by it.

Seeds

We have no clover seed crop this year.—Henderson & Coppock, West Milton, Ohio.

Stockholders of the Thompson Seed Co., Albert Lea, Minn., have decided to apply for a receiver.

Garton Bros., seed breeders of England, contemplate establishing a branch and a seed farm near Des Moines, Ia.

The Southern Seed Co., of Louisville, Ky., on Dec. 13 suffered \$10,000 loss by fire and water in its stock of seeds. The loss is covered by insurance.

E. L. Schaeffer of Mattoon, Ill., recently made a large purchase of popcorn from one farmer in Edgar county. John Redmond sold him 134,000 lbs. of corn.

J. R. Sage of the Iowa Crop Bureau, Des Moines, Ia., has begun an effort to gather statistics of popcorn, on which the state reports hitherto have been silent.

The Cleveland Seed Co. has removed the machinery from Cape Vincent and sold the buildings. The split pea machinery has been placed in its warehouse at Avon, N. Y.

Considerable popcorn is handled on the Omaha Grain Exchange. The corn comes from both Nebraska and Iowa, one company buying about 50 bars at North Loup, Neb., each year.

John F. Summers has leased a building at Malvern, Ia., in which to engage in the seed business. He will handle all kinds of field and grass seeds, making a specialty of seed corn.

The Chicago Board of Trade voted recently to amend its rules to make a carload of clover seed, timothy seed, Hungarian and millet 36,000 lbs. and a carload of flaxseed 650 bus.

The National Seed Co. has been incorporated at Chicago to deal in grain and seeds. The capital stock is \$5,000, and the incorporators are C. C. Carnahan, A. M. Cox and M. Slusser.

The state statistician of Indiana reports that the yield of clover seed the past season was 1.41 bus. per acre and the total crop 1,857,871 bus. Tippecanoe county had the greatest acreage in clover, 23,910.

While red clover has an abundant supply of nectar, our domesticated honeybee has a tongue too short to reach it; and it has been suggested that the breeders develop a variety of red clover with shorter corollas.

London, Eng., Dec. 9.—Spring sowing seeds are moving freely, in spite of the high prices ruling in clovers. Alsikes are dearer; whites unchanged; reds and trefoils still rising in both English and foreign seeds. Grasses: French, Italian perennials and Irish-Italian all rising. Rape keeps firm. Mustard unchanged.—John Picard & Co.

Toledo received during the week ending Dec. 21, 563 bags of clover seed and shipped 355 bags; against 870 bags received and 247 bags shipped during the corresponding week last year. So far this season receipts have been 17,300 bags, against 25,506 bags last season, and the shipments this year 2,450 bags, against 5,678 bags a year ago.

"Monk," a tame monkey in the store of the Iowa Seed Co., at Des Moines, Ia., recently hanged himself in a fit of despondency over the death of his mate. His suicide was carefully planned. "Monk" tore a piece of blanket from his bed, thus making a rope. He tied one end about his neck, climbed to the top of his cage and leaped off, into eternity.

G. H. Clark, seed commissioner of the Dominion Dept. of Agriculture, Ottawa, Ont., after having made hundreds of tests for the vitality of seed from the crops of this year, reports that while there is no cause for alarm, it is important that all available supplies of good clean seed oats and barley that were carried over from the 1906 crop, or may be obtained from this year's crop, be saved.

Dullness continues in clover seed at Toledo. It probably will until after the holidays. Shorts are now nearly all in March, and they will wait for their verdict until nearer the springtime. Receipts are small. Tight money has helped to keep them so. Many interior dealers are carrying some seed at home, bought at higher prices. Imports will be an important factor later.—C. A. King & Co.

A good many letters are coming to the Toledo market from Ohio and Indiana asking for samples and lowest prices. Nine-tenths of them request that the seed contain no buckhorn. No one here will guarantee any seed free from buckhorn because there is scarcely a bag received here but what contains it, so the dealers must not expect seed free from buckhorn when they do not produce it.—J. F. Zahm & Co.

London, Eng., Nov. 25.—The seed market continues quiet, but in spite of this values are generally firm. Good samples of English red clover find buyers, also fine English and foreign whites. Trefoil is firm. Perennial is steadily rising, also cocksfoot and several kinds of natural grasses, Italian rye grass has not followed the lead of other grasses, but looks good property at present values.—W. H. & H. LeMay.

The grade of prime clover seed at Toledo is too high. It should be one of more general use. It cannot be changed during the season, but it should be modified. Interior dealers should kick. They should do more than merely resolve and thus make an impression. Ohio has had short crop for several seasons, and it has been mostly of poor quality. Many dealers are too liberal in buying and this is why some are disappointed in the results.—C. A. King & Co.

Chicago received during the week ending Dec. 21 277,740 lbs. of timothy seed, 76,000 lbs. of clover seed, 185,000 lbs. of other grass seed and 12,000 bus. of flaxseed; compared with 710,723 lbs. of timothy seed, 84,145 lbs. of clover seed, 90,620 lbs. of other grass seed and 160,100 bus. of flaxseed during the corresponding week last year. Shipments have been 418,993 lbs. of timothy seed, 264,125 lbs. of clover seed, 406,290 lbs. of other grass seed and 4,263 bus. of flaxseed; compared with 298,379 lbs. of timothy seed, 50,008 lbs. of clover seed, 225,046 lbs. of other grass seed and 1,953 bus.

Our exports of seeds for the 10 months prior to Nov. 1 included 2,145,000 lbs. of clover seed, 1,441,800 lbs. of timothy seed, other grass seed valued at \$274,000, and 3,309,000 bus. of flaxseed; compared with 1,977,000 lbs. of clover seed, 9,384,000 lbs. of timothy seed, other grass seed valued at \$222,000, and 9,193,000 bus. of flaxseed, during the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics. October imports of clover seed were 1,507,000 lbs., against 585,000 lbs. for October, 1906.

An Ohio dealer writes C. A. King & Co.: It is not our desire to see the standard of purity reduced in any market, but from our ten years' experience in shipping seed to Toledo, we have found it almost impossible to get very much seed that would sell within one dollar per bushel of your quotations for prime seed. Your firm has often advised the country shippers to ignore the price of prime and base our prices to the farmer on the lower grades. We thank you for this, and when country buyers have not done so, they undoubtedly have suffered heavy losses. But how inconsistent to repeatedly compel us country shippers to apologize for the Toledo grades by way of explaining that none of their seed would grade prime, that October seed was a speculative article, etc. They read their papers, like all good farmers should do. Only one grade being quoted they take for granted that most of the seed sells at that price. Especially the best quality. Why should they not think so? If your market has to have a speculative grade we do not complain about that, but to us it does seem an injustice to the country buyers to have such a price quoted in the papers without the price of the grades also. It would be much better in our opinion if the price of No. 3 seed was quoted. From our experience, we find that grade plenty close upon which to base our prices to the farmers for their very best seed. We have talked to many country buyers and they have concurred in this.

Midwinter guesses upon the wheat crop are not valuable.—C. A. King & Co.

The Argentine Grain Elevators, Ltd., has just been registered with £250,000 capital, to acquire a concession from the Argentine government.

Parcels post is opposed in resolutions recently adopted by the ways and means committee of the Chicago Ass'n of Commerce, as being class legislation, tending to socialism.

The agricultural situation in Turkey is bad. The period of duty-free imports at Constantinople has been prolonged, and the export of barley from any part of the empire has been prohibited.

While hogs decline and corn advances it is dangerous for the speculator to buy hog product and sell corn short on the theory they must come together. Packers declare the country full of hogs, and corn crop estimates are exaggerated.

Congress can Regulate Speculation. It could pass a law putting the bucket-shops out of business. They are a cancer upon legitimate trade. They make when their customers lose, and try to win by foul means as well as fair. They encourage small bets, which are generally made by those who cannot afford to lose. Many States have recently passed laws against this evil, but they are not enforced or respected as a national law would be.—C. A. King & Co.

Delegate Conference on Federal Inspection

The meeting of delegates from the different grain exchanges, grain dealers ass'ns and inspection depts. was called to order by A. E. Reynolds of Crawfordsville, Ind., in Indianapolis, Dec. 16, at 10:30 a. m., who explained that meeting must not be considered a meeting of the National Ass'n or of the Uniform Grade Congress. The National Ass'n can do little without the co-operation of the grain exchanges and ass'ns, but we want it to do what is considered best for the entire trade.

I do not wish this meeting to be in the hands of the National Ass'n, so I beg you to select a chairman.

A. G. Tyng: I move that Mr. A. E. Reynolds act as Chairman of this meeting. Mr. Tyng's motion was seconded, put by him and carried.

A. E. Reynolds: Gentlemen, I thank you for the honor. The grain trade is threatened with Government interference in several different forms, McCumber has a new bill, Watson has a new one and others are coming.

The discussions held here last night showed the widest divergence of opinion existing in the trade. We cannot correct the evils of the trade until we correctly diagnose the disease. I believe no one is so competent to solve the problem as the men engaged in the grain business. If you can arrive at a solution for the direction of the National Ass'n you will promote your own interests. The directors of the Ass'n have not discussed this matter formally or taken any action. We await your suggestions.

Fred Mayer, Pres. of the Toledo Produce Exchange: Our Exchange is against federal inspection and I assume that we are here to devise means of defeating such bills. I believe we should not permit any long addresses as we will not get away from here for a month.

Baltimore was called for and Charles England read the following resolution representing the views of the Chamber of Commerce:

Baltimore Chamber of Commerce Resolutions.

Baltimore, Dec. 11, 1907.

Copy of preamble and resolution adopted by the Board of Directors at a meeting held on the above date, viz.:

WHEREAS, It is proposed that there shall be introduced in the United States Senate a bill to provide for the inspection and grading of grain entering into interstate commerce, and to secure uniformity in standards and classification of grain, and for other purposes; and

WHEREAS, It should not be lost sight of that the marketing of the surplus grain production of the country has been accomplished by merchants who have organized and perfected inspection departments under the direction of Boards of Trade, Chambers of Commerce and Commercial Exchanges, and that the largest proportion of the grain trade, irrespective of location, is opposed to any interference by the National Government, and that any such practice will prove injurious to the best interests of all concerned; and

WHEREAS, This Chamber is opposed to the enactment of any such law for the following reasons:

1st. The enormous expense attending governmental inspection of grain.

2nd. The opportunity which it provides of creating a political machine, the experience with State Inspection Department having proved unsatisfactory.

3rd. The unnecessary interference in the conduct of a business that has been established by merchants and cannot continue to thrive under governmental inspection, which would be without benefit to either the producer, exporter, handler or consumer, therefore be it

RESOLVED, That this Chamber hereby declares its belief that the inspection of grain by the National Government at terminal markets would be detrimental to the agricultural interests and the grain trade of the country, and that it is absolutely and unalterably opposed to any attempt to exercise Governmental inspection over grain.

W. N. Eckhardt of Chicago Board of Trade said that the Board had taken a stand against federal inspection and will be very glad to co-operate with others in defeating the bill. We have made such improvement during recent years in our inspection at Chicago we are encouraged to have confidence in the state to give us equitable inspection. We doubt the ability of the federal government to grade grain any more satisfactorily than is done by other agencies now. We admit the rules might be more uniform. The Board of Trade has adopted resolutions against the bills. I will read the resolution. [Reads resolutions published in the Journal for Dec. 10.]

S. M. Ratcliffe: The Buffalo Corn Exchange is opposed to federal inspection and has adopted resolutions against it.

T. A. Tarbox: The directors of the Boston Chamber of Commerce has not had a meeting, but I think every member of the Exchange is opposed to it. The Grain Com'te which I represent is unalterably opposed to federal inspection. We shall work against it. I think if we get next to our representatives we can convince them it is wrong and defeat the bills.

C. B. Murray, Supt. of the Cincinnati Chamber of Commerce read a resolution adopted by the Inspection Comite of that Exchange against federal inspection.

J. E. Heniken, Chief Inspector of Cleveland Chamber of Commerce: I am not authorized to bind our Exchange to any action, but our Grain Comite is opposed to federal inspection.

H. S. Grimes said the Columbus dealers had intended to be represented but were united in opposition to the bill.

S. H. Smith of the Illinois Inspection Dept.: We are opposed to federal inspection of grain.

J. W. McCord: I am convinced that the Columbus Board of Trade and the Ohio Grain Dealers Ass'n is against it.

The Sec'y read the following resolution adopted by the Northern Illinois Grain Dirs. Ass'n:

Northern Illinois Ass'n Resolutions.

The following resolution was unanimously adopted by the Northern Illinois Grain Dealers Ass'n at its meeting held in Chicago on December 13, 1907.

RESOLVED, That the Northern Illinois Grain Dealers Ass'n is opposed to the enactment of legislation for the purpose of establishing a uniform inspection of grain throughout the country under Federal control, for the reason that the handling and inspection of grain under National control would be cumbersome and impracticable in its operation, and involve greater delays in the handling of grain than is experienced under existing practical and time-saving systems; and for the further reason that the charges incident to the proposed legislation would be increased without corresponding compensating benefits; further, that such proposed legislation would inevitably impose an additional tax upon the agriculturalist, whose interests this Association was established to promote.

RESOLVED, That this resolution be presented to the Conference to be held in Indianapolis, under the auspices of the Grain Dealers National Ass'n, on December 16, 1907.

J. D. Stacy,
Secretary.

H. S. Truby,
President.

J. M. Brafford: The Indiana Grain Dealers Ass'n at its last meeting adopted resolutions endorsing federal inspection or federal supervision. We were represented at the Uniform Grade Congress and are favorable to Uniform Grades. Some of the exchanges have already adopted the uniform rules and I find the shippers want uniform phraseology and grading to prevail. Federal inspection seems to be the only way to obtain it.

B. B. Minor: The Board of Governors of the Indianapolis Board of Trade are unalterably opposed to federal inspection, but I think we should take steps to bring about the general adoption of uniform rules.

Tom Morrisson, Pres. of the Ind. Grain Dirs. Ass'n reported that a comite had been appointed to represent the views of the Ass'n.

O. J. Thompson of the comite said: The comite has held no meeting, but I wish to go on record against the proposed legislation. I feel that if we had federal inspection and attempted to appeal to the Sec'y of Agri, the grain wud rot before it received his attention. I am opposed to political interference with our business. I doubt if the average country dealer is posted on how the proposed legislation wud effect his business.

J. W. McCardle: If we had federal inspection we would not expect to perfect the grading in 6 mos. or a year, but if we had federal inspection we would have uniform rules which you all favor and we would have law behind it to enforce it. My records of 20 yrs. as a country shipper show 20 appeals from the gradings and not once was I sustained. It does not seem possible I was always wrong.

Cloyd Loughry: I am in favor of uniform grades, I do not care much how we get them. The grading at present is not satisfactory.

E. M. Wasmuth: I think the exchanges should go deeper into this trouble. I think if the representatives of the grain exchanges go to Congress the congressmen will suspect you of being biased by selfish interests. You are interested in the present grain inspection depts. The shippers of the country districts would be consulted. I think it would be better for us to decide what is the best thing to do. We may pigeonhole the present bills, but would that remedy our trouble?

Chairman Reynolds: The Kansas City Board of Trade rote that it did not care to participate.

H. L. Goemann, repta. the Mansfield, O., Chamber of Commerce: I am opposed to federal inspection, but I am in favor of uniform phraseology in all markets. If the inspection authorities will adopt moisture tests and grade more exactly you will set at rest all this agitation.

S. T. Pease: The Merchants' Exchange of Memphis is unalterably opposed to federal inspection. I think we have but one man in favor of it.

The Millers National Federation sent word that owing to the short time at their disposal and a division on the directory it would not be represented.

F. W. Eva, Chief Inspector of the Minnesota Dept., said he was present as a listener but that they preferred not to have their business interfered with.

The resolutions adopted by the Indiana Grain Dealers Ass'n on federal inspection were read:

Indiana Grain Dealers Ass'n Resolution.
Your committee to whom was recommitted the resolution providing for the endorsement of the Watson Bill, beg leave

to submit instead of said resolution the following:

RESOLVED, That we, the members of the Indiana Grain Dealers Ass'n, in Annual Convention assembled, do hereby endorse the action of the Uniform Grades Congress, recently assembled, in Chicago, and recommend the adoption of this or a similar uniform classification of grains, and seeds, throughout the United States. Further,

RESOLVED, That we recommend to the United States Congress the enactment of such laws as will put into effect these classifications of grading, under the supervision, and control of the Federal Government. Further,

RESOLVED, That we recommend to Congress the consideration of the bill recently introduced by the Hon. James E. Watson, of Indiana, and that we hereby tender Mr. Watson our thanks for his kindly interest in our behalf. We further recommend such legislation as will put under Federal Supervision and control the public weighing as well as the inspection of all grain, and seeds.

Respectfully submitted,
Geo. C. Wood, A. E. Reynolds,
E. K. Sowash, J. S. Hazchrigg,
W. H. Robinson.

Ely Bernays of the New York Produce Exchange read the following letter from the Sec'y of Exchange:

New York Produce Exchange Resolutions.
Preamble and resolutions adopted by the Committee on Grain, of the New York Produce Exchange, at a meeting held Dec. 9, 1907.

WHEREAS, There is now before Congress a bill to provide for the establishment of a system of Federal inspection of grain throughout the United States, designated as S. 332, and

WHEREAS, This matter for several years past has been the subject of much discussion, and has always been deemed impracticable; and

WHEREAS, Reports of delegates sent to attend recent conventions held for the purpose of establishing uniform grades of grain show, however desirable theoretically such a system of grading would be, that practically it is not feasible; therefore be it

RESOLVED, That the Committee on Grain having given due consideration to the provisions of the proposed law, known as S. 332, believe the same to be detrimental to the interests of the Grain Trade throughout the entire country, and especially injurious to the New York Produce Exchange, for the following reasons:

1st. The impossibility of establishing any single type representing grain of the same variety grown in widely different areas of the country, each having its own peculiar characteristics, due largely to the climatic conditions existing where grown.

2nd. The failure of Government inspection in those States now having such systems in operation to inspire any confidence among dealers in the reliability of such certificates, and the decided preference shown to the certificates of the various Boards of Trade and private inspectors in all the larger commercial centers.

3rd. The difficulty of establishing any general regulations to govern in so many widely separated interior centers and seaports, each with its own peculiar conditions, making the method of handling at each a matter necessary to be adapted to its own requirements.

4th. That such a system as proposed would prove impracticable in its operation, both to the domestic and export trade, and, much more to cause losses due to delays in handling than exist under the present system, and in addition imposes an additional tax, which would necessarily fall upon the producer; and

RESOLVED, further, That a copy of these resolutions be sent to the Board of Managers, with a request that they give the subject due consideration and take steps to again place this Exchange on record in opposition to the proposed legislation.

The President of our Exchange has been instructed to appoint a Comite of five to work against the proposed legislation.

J. W. McCord: The Ohio Grain Dealers Ass'n almost to a man is opposed to federal inspection. This question has been up before our organization and we believe the trade should regulate its own business.

C. C. Miles: The Peoria Board of Trade is opposed to federal inspection. We think the best way to interfere with the proposed legislation is to adopt uniform grades.

E. E. Delp: All Philadelphia dealers are opposed to federal inspection and our Board of Directors have adopted the resolutions adopted by our Grain Comite. **Philadelphia Commercial Exchange Resolutions.**

Philadelphia, December 11, 1907.

Mr. James L. King, President,
Commercial Exchange, Philadelphia.

Dear Sir:
I beg to advise that at the stated meeting of the Grain Committee held this day, the following was unanimously adopted:

Resolved, That this Committee is unalterably opposed to Government Inspection of grain, believing it to be not only impracticable, but unjust and subject to the approval of the Board of Directors that a generous delegation be sent to the

meeting of the Grain Dealers National Association, at Indianapolis, December 16, 1907."

Yours very respectfully,
L. J. Logan, Secy.

J. A. A. Geidel: The Pittsburg Grain Exchange to a man is opposed to federal inspection, but heartily in favor of uniform grades.

T. R. Ballard: The prevailing sentiment on the St. Louis Merchants Exchange is favorable to federal inspection but our Directory has taken no action and I do not know that it will. I wish to state, however, that two political inspection depts. and unlimited state legislation and interference with our business are directly responsible for this sentiment. One of the laws enacted by the last legislature gives the state Warehouse Commission the right to inspect grain everywhere in the state and to weigh it. I doubt not our Exchange will be guided largely by the action of this meeting.

M. Hall, St. Louis: Once a fish found himself in a very uncomfortable position on a grill, and after suffering sorely he flopped and landed in the fire. That is the position of the grain dealers of St. Louis who attended the meeting of the grain com'te. Sentiment on our exchange is divided. We are here for light and no doubt will be guided largely by your action.

Fred Mayer: The Toledo Produce Exchange recently adopted a resolution to the effect that it is unalterably opposed to federal inspection. We have a different proposition than ever before. It is time we adopted uniform phraseology in all markets.

Geo. A. Wells, Sec'y of the Iowa Grain Dirs. Ass'n: I put out a letter of inquiry to our members and received something less than 100 replies, but they convinced me that the dealers are greatly in need of education on this subject. The shippers of Iowa have the choice of a dozen markets.

J. J. Quinn, Sec'y of the Tri-State Grain Dealers Ass'n: I put out a letter of inquiry to our members on this subject and 75 per cent of the replies favored federal inspection.



Some of the Dealers Who Attended the Inspection Conference at Indianapolis.

A. Brandeis, Louisville: I feel that we should have uniform grades but am opposed to government control of our business. However, we must do something to secure uniformity.

H. H. Bingham, Louisville: I think federal inspection would be a great calamity to the grain trade.

H. E. Kinney: I move that the chair appoint a com'te of five to draft a resolution expressing the views of the meeting. Seconded.

In support of his motion Mr. Kinney said the majority of the dealers were opposed to federal inspection, but might agree to a federal inspection of the work of the inspection depts. But, I think it necessary to adopt uniform grades.

Ely Bernays opposed the motion and favored Mr. Eckhardt's suggestion that each body work independently.

H. S. Grimes favored the motion to crystallize the sentiment of the trade.

E. H. Evans, Indianapolis: If we came here expecting sentiment to be all one way we erred. We should select a comite here to draft a resolution for the consideration of this meeting.

H. H. Bingham: I move to amend the motion so as to increase the comite to nine.

Amendment accepted and motion adopted.

Chairman Reynolds appointed the following Comite: C. B. Murray, H. S. Grimes, C. C. Miles, Ely Bernays, Chas. England, W. N. Eckhardt, H. L. Goemann, H. H. Bingham, J. M. Brafford. Adjourned.

Afternoon Session.

Chairman Reynolds called the delegates to order at 3:05 and said, the Com'te is ready to report, but before hearing the report I wish you to decide who shall be entitled to vote. We want to know what any action taken here represents and how it is obtained.

E. L. Southworth: I move that each exchange or organization represented be granted one vote. Seconded.

C. M. Bullitt, Louisville: I move to amend by recording and counting the vote of the individuals of each delegation. Seconded and carried.

The amended motion was adopted.

C. B. Murray, Chairman of the Com'te on Resolution, reported that the report was supported by eight of the Com'te, but one member dissenting. He read the following:

Majority Report.

In convention assembled, representing the grain interests of this country, we most earnestly object to the principles as expressed by the grain inspection bills now pending in Congress, and to any federal interference in the handling of grain as now in vogue by the various grain exchanges and state inspection departments.

We recommend that, under the auspices of the Grain Dealers National Ass'n, a committee be appointed to convey to the representatives in Congress the voice of the convention thus expressed.

We recommend further that a copy of these resolutions be sent by the secretary to the President of the United States, to the Secretary of Agriculture and the members of Congress.

J. M. Brafford of the Com'te presented the following minority report:

Minority Report.

Your minority reports that the matter of Government Supervision or inspection of grain is the only solution in securing uniform grades and uniform inspection in the United States. That a number of the large markets refuse to adopt any uniformity. That the United Kingdom and the Continent who are large buyers of our grain are greatly dissatisfied with our grades sold them, thereby greatly injuring our markets abroad and lowering the price of grain in the United States. We therefore recommend the Watson and McCumber bills and that a copy of this reso-

lution be sent to all representatives in Congress as well as the President of United States, by the Sec'y of the National Grain Dealers Ass'n. J. M. Brafford.

Mr. Brafford moved the adoption of his report and Mr. Bullitt seconded it.

J. C. Vincent opposed the motion and asked why the newspapers of the west and others should credit false rumors from abroad and discredit the grain exporters of this country? The foreign situation should be eliminated from our discussion. Let us settle this matter ourselves.

C. D. Jones: In the adoption of either resolution we place the Ass'n in an embarrassing position. Under one resolution a com'te is provided for, but you do not give it or the Ass'n any latitude. If they cannot get what you want they should be empowered to get the next best thing. Many of the country people will favor federal inspection because the large grain exchanges are in favor of it. I think those who go out to continue the work of this convention will be greatly handicapped by any iron-bound instructions.

O. J. Thompson: I am at a loss to understand why Mr. Brafford is so greatly interested in the poor foreign buyers. I am in favor of protection, but I believe in beginning at home. I see no excuse for the minority report.

L. G. Graff: I think the minority report is very unfortunately worded. It will work its defeat. I am interested in the export trade at Philadelphia. We have no complaints from abroad.

Ely Bernays: I am opposed to the minority report as being thoroughly unpatriotic. We should not dirty our own nest. I move the minority report be laid on the table.

Carried by a large majority.

C. B. Murray moved the adoption of the majority report.

A motion to lay on the table was lost.

E. M. Wasmuth opposed the wording of the majority report and presented the following as a substitute:

Mr. Wasmuth's Substitute.

Resolved, That the sense of this meeting is that the President of the Grain Dealers National Ass'n appoint a Committee to go to Washington to promote such legislation as would best serve the interests of grain trade of the country.

C. M. Bullitt, Louisville: A gentleman from New York once said, "To hell with the public." In regard to the minority report I say to hell with the foreigner. We have troubles of our own. I tell you that our inspections are rotten. As a buyer and seller of grain in many markets I am not satisfied with the present inspection. The majority of the dealers of this country want a square deal and we believe we will get it under federal inspection.

J. H. Allen, Cincinnati: I am surprised that we have so little confidence in the people engaged in our business. I have been in the trade for 30 yrs. and I believe the men in the grain trade are as honest as you will find in any line.

A. G. Tyng took the chair and A. E. Reynolds opposed binding delegates to any fixed line of action.

C. D. Jones presented the following as a substitute for Mr. Wasmuth's substitute:

Mr. Jones' Substitute.

Be it resolved that we, duly appointed delegates from different exchanges and associations, to a meeting held in Indianapolis this, the 16th day of December, to discuss the McCumber and Watson bills, now in the Senate and House of Representatives, to place under Federal control the inspection of grain handled in the United States; deplore,

First, that there should be any dissatis-

faction regarding the systems of inspections now in vogue and

Secondly, that we are opposed to the two bills above mentioned; and

That we request that the Grain Dealers Ass'n send a committee of blank number to Washington to confer with our Senators and Representatives with the idea of having these said bills defeated.

But if in the judgment of this Committee they see that some bill of this nature will be passed, that said Committee be and is hereby authorized to see if a compromise bill can not be agreed upon which will simply place the inspection of all grains under the supervision of the Government.

A motion to lay on the table was seconded and lost by a vote of 28 to 24.

J. W. McCordle, member of the Indiana State Board of Tax Commissioners, favored the Jones substitute and advised the dealers to get the best they could. This is not a representative gathering of grain men. The little fellow, the shipper, is not fairly represented here.

J. M. Brafford presented a letter from our Consul General at London, Mr. John L. Griffith, a citizen of Indianapolis, to Mr. Brafford favoring federal inspection.

C. D. Jones: I think we want to drop all discussion of foreign buyers with American gradings. A bill is going to be passed by Congress. It behooves you to send a delegation to Washington to get the best you can. If you defeat it, all right, but do not bind your com'te.

Chas. England: In regard to compromise will say we have no voice in that. The Com'tes of the Senate and House will be the ones to compromise.

P. E. Goodrich: I believe an inspection bill is going to be passed. If you go there to fight any bill, the Boards of Trade will not be listened to and their opposition will help to pass the bill. Let us do the best we can for the whole trade. Adopt the Wasmuth resolution.

H. E. Kinney: It may be able to get the enactment of a measure providing for the federal supervision of the work of the grain inspection depts.

Ely Bernays opposed any compromise being made until it became necessary.

A vote to adopt Mr. Jones' substitute was lost by an overwhelming majority.

Mr. Wasmuth's substitute was lost by a decisive vote.

C. B. Murray again read the report of the majority.

H. E. Kinney moved to eliminate the words "and to any federal interference in the handling of grain as now in vogue by the various grain exchanges and state inspection departments."

Seconded and carried.

The majority report of the Com'te was adopted by a vote of 16 8/15 to 2 7/15.

The delegations voting *aye* were 16 8/15 as follows: Baltimore Chamber of Commerce, Buffalo Corn Exchange, Chicago Board of Trade, Cincinnati Chamber of Com., Columbus Board of Trade, Illinois Grain Inspection Dept., Indianapolis Board of Trade, Mansfield Chamber of Commerce, Memphis Merchants Exchange, New York Produce Exchange, Ohio Grain Dealers Ass'n, Peoria Board of Trade, Philadelphia Commercial Exchange, Pittsburg Grain & Flour Exchange, Toledo Produce Exchange, Northern Illinois Grain Dealers Ass'n, Louisville Board of Trade 1/3 and Indiana Grain Dealers Ass'n 1/5.

These *nay* votes cast were 2 7/15 as follows: Louisville Board of Trade 2/3, Indiana Grain Dealers Ass'n 4/5 and H. I. Baldwin of Decatur, Ill.

Those represented but not voting were the Iowa Grain Dealers Ass'n, Tri-State Grain Dealers Ass'n, Merchants Exchange of St. Louis, Boston Chamber of Commerce and Minnesota State Grain Inspection Dept.

L. W. Forbell: I move that each delegation upon returning home recommend to their organization the contribution of a liberal sum to the National Ass'n as a fighting fund. Seconded.

G. L. Graham: Let each exchange donate all it will to help the National Ass'n and then send its own delegates at its own expense.

Motion carried.

L. W. Forbell: The New York Produce Exchange has already appointed a large com'tee whose expenses will be paid by it and I feel certain it will contribute a larger sum to the National than has been named here to-day.

G. L. Graham: I move that the National Ass'n tender a vote of thanks to the organizations who have sent delegations here today. Carried.

Adjourned sine die.

In Attendance.

Delegations from out of town included the following:

Baltimore: Chas. England of Chas. England & Co., J. A. Vincent of Hammond & Snyder and Chief Inspector Chas. McDonald, Jr.

Boston: T. A. Tarbox.

Chicago: A. B. Sowers, W. N. Eckhardt, J. C. F. Merrill, Geo. A. Wegener and Supervising Inspector S. H. Smith.

Cleveland: Chief Grain Inspector J. E. Henken.

Cincinnati: H. E. Richter of The Gale Bros. Co., C. H. Schmidt, J. H. Allen of Allen & Munson, Supt. Murray of the Chamber of Commerce and Asst. Grain Inspector E. F. Dennis.

Illinois: H. I. Baldwin, Decatur, J. J. Helm, Grayville, and J. E. Collins, Garrett. Indiana: A. Morrison, Kokomo; J. M. Braddon, sec'y Ind. Grain Dealers Ass'n; J. W. Sale, Bluffton; E. M. Wasmuth, Roanoke; B. F. Crabbs and A. E. Reynolds of Crabbs-Reynolds-Taylor Co.; C. B. Riley and A. C. Brown, Rushville; O. J. Thompson, Kokomo; C. Loughry, Monticello; Wm. Donlin, Delphi; J. C. Daniels, Middletown; P. E. Goodrich, Winchester; A. F. Files, Muncie.

Iowa: Geo. A. Wells, Secy Iowa Grain Dealers Ass'n.

Louisville: A. Brandeis of A. Brandeis & Son; H. H. Bingham of Bingham-Hewitt Grain Co.; C. M. Bullitt, Chas. Ballard, Jr., J. P. Clemons, A. C. Schuff of A. C. Schuff & Co. and Chief Inspector M. L. Satterwhite.

Memphis: C. D. Jones, S. T. Pease and Chief Inspector E. R. Gardner.

Minnesota: J. J. Quinn, Secy Tri-State Grain Dealers Ass'n, and F. W. Eva, chief grain inspector.

New York City: L. W. Forbell of Forbell & Kipp; Ely Bernays and Edw. Beatty.

Ohio: J. W. McCord, Secy Ohio Grain Dealers Ass'n; H. S. Grimes, Portsmouth, and Harry W. Kress, Piqua.

Peoria: C. C. Miles of P. B. & C. C. Miles and A. G. Tyng of Tyng, Hall & Co. Philadelphia: E. E. Delp of Edmund E. Delp & Co. and L. G. Graff.

Pittsburg: J. A. A. Geldel.

St. Louis: G. L. Graham, F. R. Ballard, M. Hall and T. E. Teasdale.

Toledo: Fred Mayer of J. F. Zahm & Co., H. L. Goemann of Goemann Grain Co., E. L. Southworth, Chief Inspector E. H. Culver and Sec'y Jno. F. Courcier.

Imports and Exports of Rice

Imports of rice, rice meal, rice flour and broken rice for the ten months prior to Nov. 1 have been 181,278,976 lbs., against 181,240,534 lbs. for the corresponding months of 1906.

Exports of rice, rice meal, rice flour and broken rice for the ten months prior to Nov. 1, have been 23,662,000 lbs., of domestic and 7,997,707 lbs. of foreign origin; against 20,350,000 lbs. of domestic and 7,874,467 lbs. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Grain Dealers Journal is fine and every grain dealer should subscribe for it.—Edward Plagge, Monee, Ill.

The Corn & Stock Exchange at Budapest.

The temples of the soul of the grain business are the houses in which the grain exchanges, the Boards of Trade, Chambers of Commerce, Produce Exchanges, and associations with other titles of similar import, hold their sessions, and grain is bought and sold for cash or future delivery. It is as true in the grain business as it is in the life of man, that often little importance is attached to the house in which the soul lives, but the character of the business that is conducted within the house is usually deemed of primary importance. In Budapest, Hungary, this is not altogether true, for the Corn & Stock Exchange, the exterior and main entrance of same being shown herewith is palatial in appearance, and its architecture and finish are as ornamental and beautiful as skill and money can make them.

Since Budapest is the grain centre of the entire continent of Europe and furthermore, since the Hungarian lives in an atmosphere of art inherited from ancestors and imbibed from nature, it is not strange that these people should build a palace in which to conduct so important a business as that of buying and selling grain.

The very environment of the building is striking, for it is in the vicinity of the House of Parliament on Liberty Square, opposite the Austro-Hungarian Bank, the Post Office and other government buildings. Its importance will be recognized when we say that a member of the House of Lords corresponding to our U. S. Senate, Herr Kornfield, is president. (If the reader wishes to make his name sound particularly appropriate the president's name could be Americanized to Cornfield.) The beautiful parks, flower beds, fountains and statuary about the building give it a truly notable appearance.

Two magnificent stone stair cases lead into the building, one of which is shown herewith; there are besides four large and two small stair cases and four electric elevators to accommodate members and visitors.

The ground floor of the Exchange which is commodiously and conveniently arranged contains a Post Office, Telegraph Office, Restaurant and many private offices and stores. The hall which joins the two stair cases is pillared on both sides with huge marble columns and the floor is beautiful mosaic work.

In the centre of the first floor is a large dome. From this hall two broad galleries on opposite sides, lead to the two main halls of the Exchange. The galleries have double rows of columns, where the visitors' cloak room is located. The two halls are exactly the same size and are used respectively by the Corn Ass'n, and the other as a Stock Exchange. The floor space of each hall contains 1,437 square yards and each is 60 feet high. In the equipment of this floor nothing that would add to the comfort was forgotten. A smoking room magnificently fitted with American furniture as is practically the entire building, a retiring room, buffet, telephone booths and other facilities for comfort are stationed.

The Clearing House takes up the second floor.

On the third floor the apartments of the president, secretary and arbitration committee are located. The president's office looks more like the drawing room

of a palace than a business office. Magnificent oriental rugs adorn the floor, a marble fire place, marble top tables, leather upholstered American arm chairs and beautiful decorations by the Decorators to the Imperial and Royal Court are some of the luxurious apportionments of this office.

The Exchange building in use prior to this magnificent building was opened in 1873 when the country was in its infancy so far as commerce was concerned. The trade of the Exchange has grown from \$81,000,000 to one hundred times that per year and the membership has increased from 325 to 3,600 members. The importance of the Exchange to the grain trade of eastern Europe is exemplified in the building which is unsurpassed in beauty and architecture. The cereal crops of Russia and India and the enormous consumption of grain in Europe and Great Britain is the source of its greatness.

The engravings used are from Milling, Liverpool.

Christmas Greetings

Felicitations and good wishes for friends and patrons are expressed in about as many ways as there are givers. Some confine their well wishes to a hearty "Merry Christmas," many endeavor to merit memory by distributing calendars, while others are the donors of more expensive articles. Philip H. Schiffin & Co., Chicago, and E. A. Brown & Co., Minneapolis, are among the latter class.

E. A. Brown & Co. have been distributing a leather pocket book among their friends that is made just right for the hip pocket out of burnished leather, upon which they have inscribed in letters of gold, "Compliments of E. A. Brown & Co., Grain Commission Merchants, Minneapolis, Minn."

Philip H. Schiffin & Co. also have given to their friends a bill book of excellent leather with compartments for bills which closes with a flap fastened with a leather tongue. Two extra pockets may be used for business cards or whatsoever the owner wishes. The name of the donor is printed on the book, also that of the recipient.

Exports.

Buckwheat amounting to 45,511 bus. was exported from the United States during the ten months prior to Nov. 1, against 337,766 bus. for the corresponding period of 1906.

Broom corn valued at \$211,514 was exported during the ten months prior to Nov. 1, against \$191,633 for the corresponding period of 1906.

Malt amounting to 343,956 bus. was exported during the ten months prior to Nov. 1, against 589,464 bus. for the corresponding months of 1906.

Linseed oil cake amounting to 1,529,823,338 lbs. was exported during the ten months prior to Nov. 1, against 1,410,729,329 lbs. for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Foreign Quotations not Same as Ours. When they say Liverpool is penny up or down it means per hundred pounds and English money. It equals 1.215 cents per bushel in our money. London quotations are per quarter of light bushels. Penny change there means only quarter of cent per bushel with us.—C. A. King & Co.



Part of Main Staircase of Corn and Stock Exchange, Budapest, Hungary.



The Corn and Stock Exchange, Budapest. For description see page 793.

Sixth Annual Dinner of Chicago Weighing Department.

The sixth annual dinner of the Weighing Department of the Chicago Board of Trade was one of the most successful and enjoyable anniversaries ever celebrated by the department. Fully 175 deputy weighmen and guests gathered at the Victoria Hotel on the evening of Dec. 14. When all had assembled in the large dining room the invocation was asked by the Rev. Leith. After a sumptuous dinner had been disposed of and cigars lighted, Toastmaster Foss called the diners to order and with a few words of welcome called upon George Metcalf, a deputy weighman, who welcomed the guests of the evening, which included many grain dealers from out of town and members of the Board of Trade Weighing Committee.

Mr. Metcalf paid a high tribute to the personal worth, to the character, which he hoped all deputies strove to attain. In closing the Weighing Department's orchestra helped him to arouse the patriotism of all his auditors, and he led them in singing "America," while different members of the department waved aloft large American flags.

Geo. F. Stone, Sec'y of the Board of Trade, after a few laughable stories, said, "I congratulate the Board on having such an excellent weighing department, such an efficient weighmaster. The exactness of the work of this department, even to minute details is a record of which every man connected with the department can well be proud. All of you have discharged your duties intelligently, promptly, honestly and carefully. We are surrounded on all sides with splendid examples of true character. In coming together for these annual dinners we find inspiration for honest efforts, for better things. All of our efforts towards success are in vain unless they involve the development of a moral and intellectual success."

Deputy Weighman Bert Law read a paper from which we take the following:

Advancement and the Weighing Department.

I wonder what the shade of Mr. Richmond or Mr. Whiting or Mr. Walker or Mr. Lunt would say they should wander back to this old world of ours, and to our beautiful and progressive city and should, perchance, this very night, find their way to this banquet of ours. There would be no familiar face to smile at them; no familiar voice to greet them, and yet, I am sure, if they were here this night, they would at once realize that this sumptuous function had some connection with the Chicago Board of Trade, which they organized over 57 years ago—for one can always pick out a member of that influential organization.

Little did these men realize, at the time of organizing the Board of Trade, that there would come a time when a single department of that institution would comprise considerably more than 100 members, for, at that time, I do not suppose that they hoped ever to have as many members belonging to their exchange as now comprise this one department. Nor did they realize that the methods of transporting, handling and weighing grain, which at that time involved so much manual labor, and which were, at best, slow and exceedingly wasteful, would be displaced by our present methods of grain transportation, grain weighing, and by our present grain handling contrivances.

Thus you will see that wonderful improvements are continually going on. The grain business, in all its branches, is rapidly becoming a science, for the most scientific. If improvement continues at the present rate, I predict it will not be long before the grain man will be known as a specialist. For instance, would it not be gratifying to see at some near future date, a sign over Mr. Tanner's door at Minier, bearing this inscription: "Prof. S. Tanner, corn specialist."

And looking through the eye-glasses of the Hon John D. Shanahan, now of Wash-

ington, D. C., I can see Sam Smith, at this very moment racing up the railroad tracks toward an inspection yard with a machine for determining the amount of moisture in grain under one arm and a machine for determining the quantity of dirt under the other. These, together with a thermometer for taking temperatures, a weather map, and an apparatus for ascertaining the number of damaged and broken kernels in each load of grain, and to determine the amount of bad whiskey a bushel of good rye will make, will constitute his regular inspection outfit.

As further evidence of the scientific nature of the grain business I will call your attention to the illustrated car folder, Mr. Foss and his assistant sent to the grain trade recently advising each shipper of grain to use cloth in preparing cars. You may now, in consequence, expect any day to see in the want columns of the grain journals the following ad:

"WANTED—An experienced car cooper.



Loving Cup Presented to Edward Andrew.

One who understands tailoring preferred." Why, it was but a few weeks ago that the Grain Dealers Journal printed the following notice:

"Atwater, Minn.—G. F. Jones, the manager of the Interstate Grain Co., has lined up many a grain car and he is now so adept at this work that he expects to hang out a shingle: 'G. F. Jones, Tailor to the Grain Trade!'"

Why even a deputy weighman, to be really successful, must be an expert accountant, a competent grain estimator, a scale expert as well as a correspondent. As an example of what we weighmen are expected to explain, I will read you a letter Mr. Schuyler recently handed me with instructions to get busy. It reads as follows:

"Mr. H. A. Foss,

Dear Sir:—

Your man, Bert Law, reported my car of wheat, C. & A. 26410, as leaking over the draw bar. Please have him give me the amount that leaked from this car so that I can make claim against the railroad company for my loss.

Yours truly,"

In closing I want to say that we of the Weighing Department have reasons for being glad for we have much to be proud of and many on our force to brag about. It might even be appropriate at this time to mention a few of our most worthy. For instance we can boast of a Schmitz, a Schmidt and a Schmitt. Then we have the Gold Dust Twins, Olds and Dibb. And there is the proud and the only Gotrox Saunders. And H. K. Excellency, the honorable, Captain G. Henry Miller, the Sherlock Holmes of the grain trade, is also worthy of mention. And last but by no means least, we have George Metcalf, the boy orator, whose ringing words of encouragement so often enthuse us.

Now our times while most strenuous is interesting even if it is a cold and dusty job. Moreover, we are all well satisfied to work for Mr. Foss, and I do not hesitate to say that we are all trying honestly to practice what he is ever preaching to us, which is

"Be ever up and doing, and what you do,

do well."

John Winchester, deputy weighman, asked for and was granted the privilege of the floor. He addressed his remarks

to Mr. Edward Andrew, from which we take the following: "Mr. Andrew, you have been chairman of the weighing department for two years. Your words of advice when we have visited your office on pay days have been of much help to us. We are indeed sorry your term is about to close, and we sincerely hope we may soon have you back with us. We further wish to present you with a slight token of the esteem in which we hold you."

[Here a large silver loving cup was presented to Mr. Andrew.] "It is the sincere wish of every member of our department that your cup of happiness may always be full." Again the weighing department's orchestra led the auditors to join in the expressive strains of "So Long, Mary." The cup bore the following inscription:

Presented to
EDWARD ANDREW
by the employees of
The Department of Weighing
of
THE BOARD OF TRADE
of Chicago
as a token of their esteem
December 14th, 1907.

Edward Andrew: "I was told that if I came here to-night I would be handed a lemon. I think rather it is a nectarine. I am indeed glad if I have been of any assistance to the members of this department. When appointed to the committee I found the department very efficient. I am indeed glad if I have been able to help you in maintaining your high efficiency. I wish to thank every one of you for this most kindly expression of your esteem and good wishes, and to assure you that I shall long cherish your remembrance of my connection with the department."

H. N. Sager, President of the Board of Trade, said: "I sincerely hope that the only mistake Mr. Andrew has, or will make is in saying that he will no longer be identified with the weighing department. I trust his painstaking work in the interest of the trade will insure his re-election again and again. I feel the department would suffer a great loss, were it to lose his counsel." In closing Pres. Sager won the applause and thanks of all by a glowing tribute to the value of personal character.

Warren T. McCray of Kentland, Ind., delivered an address, from which we take the following:

The Necessity for Individual Vigilance.

My esteemed friend your worthy toastmaster asked me to be present tonight to say a few words, as he put it, "to his boys," and I am indeed glad that it is possible for me to be with you. I am proud of the privilege of speaking a few words of encouragement to the staff and working force of the best conducted and most satisfactory weighing department of any market within the boundaries of our land.

This high record has not been brought about by chance, but by the conscientious faithfulness to the duty imposed upon each member of the department from the chief weighmaster down through each of his subordinates.

No business or organization of our kind can achieve the full measure of success without a competent head, who plans and directs affairs and organizes his forces with intelligence and discretion, but yet after this is done success cannot be attained without the painstaking care and honest fidelity of purpose upon the part of each subordinate to do his whole duty without fear or favor.

A duty well performed acts as a moral tonic, and if it is neglected the strength of both heart and mind is impaired and each succeeding time it is easier to shirk the responsibilities placed upon us.

The glorious victories of Santiago and San Juan, though planned by wise, courageous and valiant leaders could not have been accomplished had it not been that the men behind the guns were made of the same kind of material. They well knew their duty and executed it in a way that carried overwhelming victory to our

arms and caused the whole world to marvel at the ease with which it was done.

The victories of peace are no less renowned than those of war, and the same steadfastness to duty should permeate those who are employed in commercial life as those who made history upon those famous battlefields.

The position you occupy is full of responsibility of the highest order.

You are the receiving tellers in the great clearing house of commerce with the golden grain of the fields as a medium of exchange in place of cash or clearing house certificates. The duties you execute are in a way parallel with those of a bank cashier.

As a practical example of how important your duties, and how essential is uprightness and sobriety in men who hold your positions, let us say that there is a shipper at a station who ships annually 300 cars of grain.

If he should have an average loss of 10 bu. per car the aggregate amount during the year would be 3,000 bu., which at present figures would amount to almost \$2,000. This would in itself represent a fair profit for his year's work without which his labor might be in vain.

It is therefore of the utmost importance that you are careful and painstaking in the discharge of your duties which are all the more sacred on account of the absence of the parties at interest whose property is in your hands and who must of necessity rely entirely upon your integrity and accuracy.

The pleasure a man of honor enjoys in the impartial and continuous performance of duty pays its own reward.

To live up to the true standard of glorious manhood we should act well our part in every station in life however exalted, however humble.

The same steadfastness of purpose should inspire us in all our daily affairs, in the market, the street, the counting room, as if we stood in the front rank of some great battle and knew the victory for the uplifting of mankind depended upon our bravery and valor, and our strength and skill.

D. Borden, deputy weighman, arose and addressed the following to Willis I. Saunders:

To Willis I. Saunders:

You have been connected with the Weighing Department during the past twenty years, during which time the boys have become much attached to you. They have delegated me to present to you this digestion alder which we ask you to accept as a token of our high regard.

We also dedicate to you these few sweet verses:

If you're troubled with dyspepsia,
If your stomach makes you hump,
Don't swear off drinking coffee,
But use this stomach pump.

If your trouble's indigestion,
If you can't eat a steak of rump,
Don't swear off eating sweetmeats,
But use this stomach pump.

If you're troubled with your liver,
If pie and biscuits form a lump,
Don't starve yourself to death, Bill,
But grab this stomach pump.

Now, when our banquet's over
Don't say "I've been a chump."
Forget that awful feeling,
"God bless this stomach pump."

William Gotrox Shakespeare.

As Mr. Borden closed his verses a large tin pump was passed to Mr. Saunders, who responded in a happy vein and accepted the joke with good grace.

S. S. Tanner, Minier, Ill., made every one laugh with his amusing stories on the heads of the department, and said: I wish to impress upon you boys the necessity of the Board's having every department perfect. Any carelessness on the part of any one of you in your work will bring blame not only on the weighing department but on the Board. The exchanges of the east, the south and the west have come to you for methods of conducting weighing departments, and in some cases even men. Your success has been attained thru conscientious work. You know that rigid economy is the salvation of the grain man, and your department's advice on cooping cars with cloth is timely.

They Tie that Hole in a Rag.

Chicago always has something new,
To spring in the way of a gag,
When a hole in a car comes to view
They tie that hole up in a rag.

They sent the news out in the Journal,
The Grain-Dealers went on a Jag.
They dreamed of their gains eternal
And holes being tied in a rag.

The Chicago weights now show no loss,
So this is the Grain-Dealers brag.
Because dealers through Schuyler and Foss
Have tied the hole up in a rag.

The department now at peace with all
No letters read that gnaw or nag.
There are no mean names for any to call
The holes are all tied in a rag.

Now when a car is showing a loss,
Of as much as a tushel bag,
This department sends back to the boss,
The hole firmly tied in a rag.

We need men not only in the Chicago weighing department, but in the Illinois legislature that the business interests of the country may secure the consideration it merits.

Judge F. L. Fake: I appreciate this sixth annual privilege of witnessing how close you deputies get to your employer and how close he gets to you. These heart to heart talks here do us all good. The pleasant handshake and the confidence of the weighmaster go a long ways toward helping you. I propose a toast to Mr. Foss and his employees: May you never grow less, and may you ever grow in health, wisdom and intelligence.

H. S. Grimes, Portsmouth, Ohio, after admitting that he snored so loud on the train coming to the dinner that he was able to take up a collection from his fellow passengers for the amusement afforded and without protest, lauded Gus Foss, as one of God's noblemen, one known to all attendants at grain trade conventions as a gentleman.

Rev. B. A. Leith: After an acquaintance of eighteen years with Mr. Foss. I wish to second your high praise of his character and work. I have been delighted with the unity existing between the employe and the employer of the weighing department.

J. H. Ware, Ex-Chairman of the Weighing Committee, told stories, which he admitted had been stolen from a joke book.

H. A. Foss: In closing this sixth annual dinner of the department, I want to say a word. We must progress or decay. Let us progress. We have had many kind words of guidance here tonight, let us heed them.

At each place besides an appropriate souvenir menu card was a handsome copy of the autobiography of Benjamin Franklin, with the compliments of Weighmaster Foss.

Among those from out of town were Warren T. McCray, Kentland, Ind.; H. S. Grimes, Portsmouth, O.; S. S. Tanner, Minier, Ill.; S. W. Strong, Pontiac, Ill.; W. L. Shellabarger and H. I. Baldwin, Decatur, Ill.; Geo. A. Wells, Sec'y Iowa Grain Dealers' Ass'n; E. C. Boyer, Tampico, Ill.

This has been a very prosperous year with us. Think prices will naturally work higher. The cash business looks better in the face of existing conditions than the option.—L. A. Lewellyn.

Taking everything into consideration we have had a good business this year. For the long pull believe prices of grain will be very high. The financial situation may depress values for a while, but if the condition clears to anything like a normal basis there is no question that oats, corn and wheat will sell higher.—W. O. Mumford.

Horoscope of 1908.

BY CHICAGO RECEIVERS.

Hate to make a forecast.—Fred Austin.

Get rid of Wall street and the outlook for the coming year would be alright.—D. D. Garcelon.

Expect to see all conservative men trim close to shore. The situation looks healthy, but warrants conservatism.—Jos. G. Snyderacker.

Business will probably improve after the holidays. Think prices of grain are high enough. Compared to other commodities—too high.—S. P. Arnot.

Concerning the outlook for 1908. Don't know a d—m think about it. Am working hard and looking after the best interests of my customers. Willing to take chances with the rest of humanity.—L. B. Wilson.

Business is rather quiet now but I look for a decided improvement in conditions within the next sixty days. Our exports are larger than usual and that is bound to have a beneficial effect upon the country.—H. C. Gray.

Conditions are getting better right along; money is easier, the banks are alright and believe if the people had the confidence in them their conditions justify business would reach its normal basis more quickly. Believe present prices will justify shipment of grain.—W. J. Doyle.

Think the cash business will be very light for we have only one state, Illinois, to draw from. I think the present stringency has been brot on by extravagant living and over capitalization. Think the worst of the financial situation is over, but expect to see depression all along the mercantile line. I look for high priced cereals and low priced labor.—H. D. Wetmore.

I look for an improved shipping business after the first of the year; both the domestic and export demand for grain for the past month has been indifferent. Stocks in the East and at the seaboard are becoming depleted and as buyers usually wait until after the holidays before making purchases I look for good business during January. Money conditions are improving.—Geo. A. White.

Outlook for us is always bright. Don't see anything in the grain business that looks very discouraging. Conditions are just as good as they were a year ago or ever were. There may not be so much corn coming to Chicago as usual for lots of it is being fed in Illinois, Wisconsin, Minnesota and South Dakota but think there is plenty to make a good business right along.—J. H. Van Dyke.

On the whole business has been decidedly satisfactory altho interfered with materially during the summer by the telegraf strike, and later by financial depression. The introduction into Congress of the Burrows bill to prohibit future trading will possibly throw a wet blanket on speculation during the early part of the New Year, but the bill is so radical it most surely can't pass. One very encouraging feature now is the absence of failures in the grain business and in trade generally which shows conservative and a healthy business basis under the entire grain trade. The effect of the financial stringency will on the whole be salutary; it will not further interfere with legitimate business enterprises and will compel the observance of the laws by elements which have disregarded laws and have been largely responsible for the entire difficulty.—Harvey S. Williams.

A New 32,000-Bushel Indiana Elevator.

Indiana elevator men like their brothers in neighboring states are building much better elevators than formerly and most of the new houses have a heavy concrete foundation and the floor and walls of the basement completely covered with a heavy cement lining to keep out moisture and rodents and facilitate the recovery of spilled grain.

An excellent house completed last week is that of Jones Bros. at Aylesworth, (no P. O.) Fountain County, Ind. Mr. Jones lives at Stone Bluff. The house is designed to facilitate the handling of small grain and ear corn or shelled corn at a minimum cost. The elevator proper is a cribbed structure of 22,000 bus. capacity. It has eight hopper bins. Four extend down to floor of first story, three are over

driveway and one over the 500 bus. hopper scale, which is placed in the working story between the two rows of the side bins. Grain is spouted from these bins direct to boots. In the driveway are two Constant Platform Dumps. The grain from the sink under these dumps is conveyed to the elevator boots by Constant No. 77 Drag Chains.

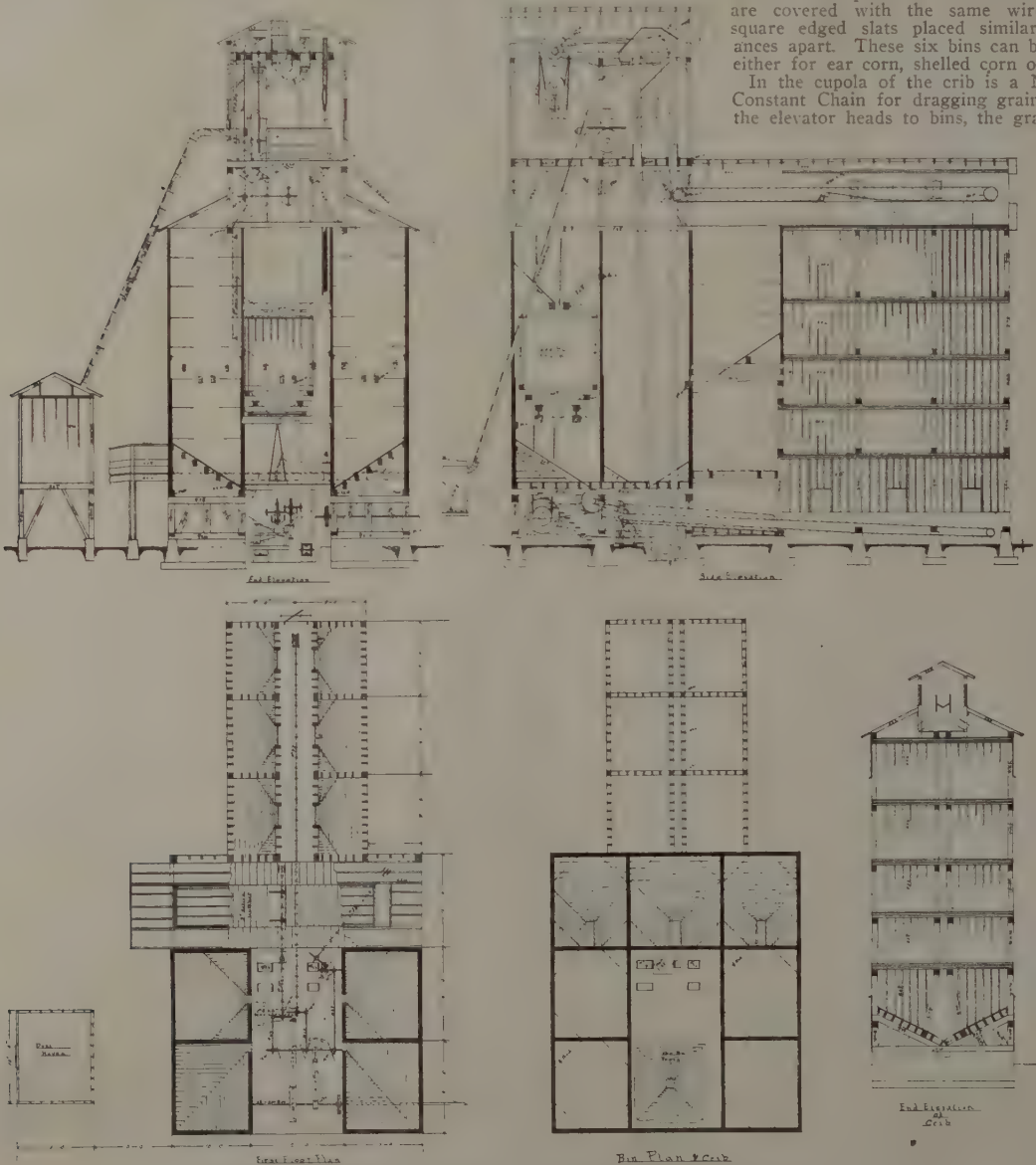
In the basement is a No. 2 United States Sheller and three Constant Chain Feeders, which take grain either to the sheller or to one of the boots. One of the legs is equipped with 15 x 8-inch cups, the other with 12 x 7-inch cups. A Constant Man Lift affords employees quick and easy access to cupola where is located a No. 1 Western Rolling Screen with fan. The dust is blown thru a No. 22 galvanized spout to dust house outside of elevator. Two turn heads are provided for diverting grain to bins in elevator or to

drag chain which conveys corn or oats to the crib bins. An eight inch well casing placed at an angle of about 25 degrees is provided for loading grain into cars. Power is transmitted to the cupola by rope.

Adjoining the elevator on the driveway side is the oats and ear corn crib of 10,000 bushels capacity. It contains six hopper bottom bins 41-feet deep, 7-feet wide at the bottom and 8-feet wide at the top. By referring to the end elevation shown in the engraving given herewith a clear idea of the air shaft extending up between the two rows of bins may be obtained.

All walls and partitions of the cribs are first covered on the outside with No. 25 wire, 7 meshes to the inch. The outside walls are then covered with beveled slats 7/8-ins. apart, which are designed to keep out rain and snow and permit ventilation. The partitions and inside walls are covered with the same wire and square edged slats placed similar distances apart. These six bins can be used either for ear corn, shelled corn or oats.

In the cupola of the crib is a No. 77 Constant Chain for dragging grain from the elevator heads to bins, the grain be-



Plans of New 32,000-Bu. Elevator of Jones Bros., at Aylesworth, Ind.

ing kicked off by a Constant Kicker Feed. Grain is removed from these bins very readily by opening the valves and permitting grain to run into passageway from which it is dragged by No. 77 Constant Chain Feed. A special Constant Kickoff lands the grain in one of the boots.

Power is supplied from a detached brick engine room twenty feet away, which contains a 30 H. P. engine and a 40 H. P. boiler.

Committee's Report on Memphis Weights.

As a result of complaints of shortages in shipments to members at the October meeting of Illinois dealers in Peoria, the directors of the Illinois Grain Dealers Association appointed, the president and the secretary of the association a committee to go to Memphis and investigate the weighing facilities and methods in vogue.

After carefully investigating the complaints, the committee visited Memphis recently and canvassed the entire matter with the members of the Merchants' Exchange. Upon returning home it made the following report to the Board of Directors of the association:

Report of Illinois Association Committee on Memphis Weights.

Pontiac, Ill., December 19th, 1907.

To the Board of Directors,
Illinois Grain Dealers Association.

Gentlemen:—

Your Committee, appointed October 17th, last, to visit the terminal market of Memphis, Tenn., in relation to shortages of weights as complained of by members of the Illinois Grain Dealers Ass'n, beg leave to report.

Your Committee visited Memphis December 10th and 11th, and most thoroughly investigated all matter relating to the weighing of carloads of grain, both as to the Weighing Department, Receiving Elevators, and the Yards of the Railroad Companies.

The resolutions which follow were adopted by the Merchants Exchange, and signed by every grain firm who are members of said Exchange, indicate their unanimity of feeling in relation to the matter under consideration.

Your Committee recommended to members of the Illinois Grain Dealers Ass'n who ship grain to the Memphis market, that great care be taken in the cooping of cars, for the reason that there is a long haul, and any weak spots are very likely in a car to be opened.

That all grain, in the future be very carefully weighed into the car, and an invoice of such weights sent forward to the Memphis firm who is to receive the shipment.

That every member of the Illinois Grain Dealers Ass'n make a prompt report to the Secretary whenever any unusual shortages occur in shipments to Memphis, and that the Secretary immediately report such shortages to the Secretary of the Memphis Merchants Exchange.

That the request of the Memphis Merchants Exchange that a Committee from said Exchange be permitted to visit and examine the weighing apparatus of dealers Members of this Association who filed complaints of the Memphis Weighing Department be complied with; and that all dealers Members of this Ass'n, be requested to allow said Committee to make any such examination as they shall see fit, and that such Committee of the Memphis Merchants Exchange be requested to submit a report of their findings to the Secretary of this Ass'n.

Finally your Committee believe, that from the disposition shown by the members of the Memphis Merchants Exchange, and their high character for fair dealing, and by reason of the thoro investigation which their Committee had given all Departments of their market; and, that when the Committee of Five Members of the Exchange lately appointed by the President W. P. Battle to "make investigation

along the line of finding out what police protection is afforded by the railroads on cars standing here in the yards, and develop further, if possible, why so many cars reach local enterprises unsealed," shall have completed their work, that there can be no future complaints of that market.

E. M. Wayne, Chairman.
S. W. Strong, Committee.

The resolutions referred to in the foregoing report as having been indorsed by each member of the exchange follow:

Memphis Dealers Adopt Resolutions.

Memphis, Tenn., Dec. 12, 1907.

Mr. W. P. Battle, President,
Memphis Merchants Exchange,
City.

Dear Sir:—

We, your committee appointed on the 10th to make report relative to some charges of short weights against the Memphis Merchants Exchange Weighing Bureau, take pleasure in reporting:

WHEREAS, complaints have been filed through the Illinois Grain Dealers Ass'n against the Weighing Department of the Memphis Merchants Exchange, charging discrepancies between the weights of the Illinois shippers, members of the Illinois Grain Dealers' Ass'n and weights as reported by the Weighing Department of the Memphis Merchants Exchange; and

WHEREAS, a committee appointed by the Board of Directors of the Illinois Grain Dealers Ass'n, consisting of Mr. E. M. Wayne, President, and Mr. S. W. Strong, Secretary of the Illinois Grain Dealers' Ass'n, have presented to the Memphis Merchants Exchange a report of said shortages, as alleged, and

WHEREAS, The Memphis Merchants Exchange, alive to the necessity of accuracy in weights, appointed a committee of four prominent grain men to thoroughly investigate these reports, which service they performed, giving a written report, to the effect that after a careful examination they found that the scales, system, employees and officers of the Weighing Department of the Memphis Merchants Exchange were accurate, efficient, honest and above suspicion.

BE IT RESOLVED; that President Battle be required to appoint a committee of five members to make investigations along the line of finding out what police protection is afforded by the railroads on cars standing here in the yards, and develop further, if possible, why so many cars reach local enterprises unsealed.

We, whose names are subscribed to this paper, pledge ourselves collectively, and as individual firms, composing the grain dealers, members of the Merchants Exchange, to support in every possible manner the said resolution, and resolve further that these signed members of the Merchants Exchange hereby pledge to the grain shippers of Illinois, through their

official committee, our assurance that the market in Memphis, in all its departments, shall be maintained in efficient manner, looking to the honest and careful handling of all grain passing through the Memphis market, and

WHEREAS, in the report of the committee on investigation of the Memphis situation, they made the request of the Illinois Grain Dealers Ass'n that Memphis be allowed the privilege of sending a committee to investigate the system of weighing at points from which the Memphis weights have been complained of.

BE IT FURTHER RESOLVED, that we, the grain men of Memphis assembled here, again request of the Illinois grain dealers, the privilege of at once sending a committee from Memphis to investigate the weights and weighing system of these complaining Illinois points, just as Memphis has, and does, throw open to the public the privilege of stepping in at any time to investigate the weights of this market.

Chas. D. Jones, Chairman.

Committee. T. Z. Andrews,

J. B. Edgar,

Davis & Andrews Co.

Chas. D. Jones Co.

E. C. Buchanan & Co.

H. J. Hasenwinkle Co.

Clark, Burke & Co.

W. D. Moon & Co.

Williams & Fitz-Hugh Co.

McLaughlin Coal & Grain Co.

Webb & Maury.

McCord & Horton.

Wisner & Co.

W. P. Brown & Co.

Patton-Hartfield Co.

Yates & Donelson Co.

R. B. Buchanan & Co.

Patterson & Niswonger.

Bynum, Black & Co.

J. B. Edgar Grain Co.

Shanks, Phillips & Co.

Pease & Dwyer Co.

Jones & Rogers.

John Wade & Sons.

"In the Land of the Dakotas."

This elevator belonging to G. W. Van Dusen & Co. and managed by F. O. Schalkle for the last ten years.

It has a capacity of 15,000 bus. in connection with the flat store house shown in the rear of the main building. The small building at the back of the eltr. is a coal house, and the one in front is the power house.

The elevator is equipped with a large receiving leg, a distributor, Fairbanks Dump Scale and a gasoline engine. During the busy seasons teams have often been lined up around the elevator for two blocks.



Elevator of G. W. Van Dusen & Co., at Redfield, S. D.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—A. J. Rauch has been appointed chief of the new weighing bureau established by the Board of Trade.

Little Rock, Ark.—R. W. Polk, of the firm of Adams, Boyle & Coates, is interested in the proposition to establish a rice mill at this place. The proposed mill will cost \$100,000.

Little Rock, Ark.—The directors of the Board of Trade have indorsed the action of Secy. Geo. Brown in joining the Merchants Freight Bureau in a complaint to the Interstate Commerce Commission against the proposed grain rates from St. Louis to Little Rock.

Little Rock, Ark.—In the appeal of the Cotton Belt Route against the state the Supreme Court of Arkansas on Dec. 16 held that the fact that a railroad company can not furnish cars because its cars are on some other line will not exempt the company from the penalties. The suit was a test of the constitutionality of the recent demurrage act. Chief Justice Hill took the view that a railroad association for the interchange of cars was all right, but that the fact that some railroads had taken advantage of the low rental charge on cars taken from other lines and had kept cars simply because it was cheaper to do so and pay rent than to furnish their own cars was not sufficient justification for the shipper going without the proper relief asked. This condition was blamable to the railroads rather than to the public, and where some one must suffer it was right and proper that the loss should fall upon the railroads.

Little Rock, Ark.—The T. H. Bunch Co. brot suit Dec. 17 in the United States Court for an injunction to restrain the Rock Island R. R. Co. from putting into effect its new rates on corn and corn products from Kansas, Nebraska and Oklahoma to Shreveport, Alexandria and Monroe, La., and Texarkana, Ark. The Rock Island has a special tariff rate for corn and corn products between the mentioned points which applies on grain reconsigned or milled in transit. It allows the dealer who buys corn in Kansas, Oklahoma or Nebraska, in shipping it to any of the cities mentioned, to unload and mill the grain at Little Rock and then reload and ship the products of the corn on to its destination at the same rate for which the corn could be shipped straight through without milling. This is done in order to build up the mills along the Rock Island's lines. The Rock Island Co., on Nov. 7, issued an amendment to the tariff rate increasing it two cents on the hundred for corn shipments milled in transit between these points. Mr. Bunch sets up in his bill that his company has built up a large milling business here by means of this rate, and that the new rate would completely destroy that business, as it is confiscatory and eats up all the profit of the business. He asserts that he was led to believe the rate would not be put into effect and was not aware that Dec. 17 was the date set for it to go into effect.

CALIFORNIA.

San Francisco, Cal.—Isidor Jacobs, of the new California Traffic Ass'n, states that "it is expected that legislation will be enacted at the next session of the Legislature whereby the State Railroad Commission will either have to do something to earn its salary or go out of business. Since it is not expected that the attorney general will act in connection with the discriminations within the state by the transportation companies, it is definitely settled that when Francis J. Heney digests the testimony already introduced in the cases and the testimony to be introduced in the hearing to take place shortly he will act through the state courts on behalf of shippers."

CANADA.

Lang, Sask.—The Lang Farmers' Eltr. Co. has gone out of business.

Winnipeg, Man.—C. Aime and M. Scott have formed a partnership as grain merchants.

Vonda, Sask.—The warehouse and eltr. of the Western Canada Flour Mills Co. were burned recently, with 8,000 bus. of wheat.

Winnipeg, Man.—Two to three weeks' delay is reported in moving cars of grain from Gilbert Plains, Greenway and Ninga.

Neepawa, Man.—D. McBean, sec'y. treas. of the Manitoba Milling Co., has been taken to the hospital for treatment for cancer of the stomach.

Saskatoon, Sask.—A company has been formed here for the erection of an eltr. and grain warehouse. Capital stock \$100,000. James Wilson, pres.—R.

Fort William, Ont.—The Canadian Pacific R. R. has let the contract to the Barnett & Record Co. for the erection of eltr. D. The contract price is \$610,000.—R.

Winnipeg, Man.—A very large attendance of farmers is expected at the annual convention of the Manitoba Grain Growers Ass'n at this city Jan. 15, 16 and 17.

Montreal, Que.—Exports of wheat from this port during the season of navigation just closed show an increase from 14,289,551 to 21,018,529 bus. Corn and oats also show gains.

Fort William, Ont.—Grain shipments from this port during the season of navigation, which closed Dec. 8, were 20,093,000 bus. wheat, 2,040,000 bus. oats, 578,000 bus. barley and 31,700 bus. flaxseed; compared with 25,160,000 bus. wheat, 2,238,000 bus. oats, 379,000 bus. barley and 207,000 bus. flaxseed, during the season of 1906.

Port Colborne, Ont.—The government grain eltr. now in course of construction here is to be completed by the opening of navigation. Its cost will be \$1,250,000 and its capacity 2,000,000 bus. The government is considering the advisability of deepening the Welland Canal to permit the locking of the largest lake steamers.

Goderich, Ont.—The Canadian Pacific Ry. has issued a tariff making the same rates on grain from this point as from Owen Sound. The company has run a spout over the Grand Trunk Ry. tracks

here, for which permission was granted by the Transportation Commission over the Grand Trunk's objection, so that grain can be loaded into Canadian Pacific cars from the eltr. of the Goderich Eltr. & Transit Co.

Winnipeg, Man.—Milling tests have been made by the Central Experimental Farms of the Dominion government at Ottawa upon the samples of wheat sent by Secy. C. N. Bell of the Grain Exchange. In the dry condition the flours from the three upper grades appeared identical in color. No. 3 northern, No. 4 and No. 5 gave flour of almost uniform color but somewhat less bright than that from the higher grades. The flour from No. 6 was slightly duller than any of the others.

Winnipeg, Man.—The opening of the new mill of the Maple Leaf Milling Co. at Kenora, 120 miles east of this city, was celebrated by many guests who went by special train from this city to be banqueted and enjoy the festivities. The present output of the new mill is 2,500 bbls. of flour per day, and it is to be increased to 5,000 bbls. In connection is eltr. capacity for 450,000 bus. D. C. Cameron is pres. of the company and Hedley Shaw is gen. mgr. and vice pres.

Winnipeg, Man.—The Canadian Pacific Ry. has issued the following notice: The regulations of the Trunk Line Ass'n, New York, provide that only a certain number of grades of grain to be exported from Canada will be received at the frontier junction point, only when each car is accompanied by a proper certificate from a duly appointed inspector at the point of shipment, or at the frontier, showing it to be one of the grades specified below. The grades agreed upon by the railways, the Winnipeg Grain Exchange and the boards of trade of Toronto and Montreal, are as follows: Wheat, 2 northern, 3 northern, No. 4, No. 5, No. 6; oats, rejected; barley, rejected.

North Bay, Ont.—The suit by D. L. McKinnon, of Sudbury, against the Wheat City Flour & Milling Co., of Brandon, Man., to recover damages for non-delivery of four cars of oats, has been dismissed by the court, with costs. Defendants' traveler called on the plaintiff in September and took an order for four cars of oats at 54c per bus. This order was forwarded to the head office of defendant at Brandon, and was immediately declined by wire, the defendants not having a sufficient supply of oats on hand. The plaintiff contended that the order was an out-and-out sale, but the defendants contended that the order was simply an offer to purchase, which offer was not accepted but refused. The oats almost immediately after the order was refused advanced greatly in price.

Ottawa, Ont.—Since the work of testing seeds for farmers and seed merchants was undertaken by the Seed Branch of the Department of Agriculture of the Dominion of Canada many applications have been received for a bulletin containing illustrations of the weeds named in the seed control act, and other weeds the seeds of which were reported to be present in the sample sent for test. To meet this need Geo. H. Clark, commissioner of the seed branch, undertook the preparation of a bulletin to be printed and distributed free of charge on personal application, for use as a reference book in the libraries of farm homes and rural schools. The work as published fully satisfies all requirements. After 12 pages of general remarks on weeds, the author, James Fletcher, LL.D., F. R. S. C., F. L. S., devotes the remainder of the 103 pages

to a description of each weed, giving the scientific and common names, time of flowering, method of propagation, occurrence, injurious effect and remedy. Fifty-two illustrations, full page $8\frac{1}{2} \times 11\frac{1}{2}$ inches, show the flower, stalk, leaves and root of each weed in the true colors of nature. The illustrations were made in water color from actual specimens under the supervision of Mr. Fletcher, by Norman Criddle, of Aweme, Man. As botanist of the Dominion Experimental Farms, Mr. Fletcher is qualified to see that the illustrations, while of the highest artistic merit, overlook none of the distinguishing characters of each plant. Four additional plates show in the true colors of nature 80 different weed seeds, both natural size and greatly magnified, making their recognition in a seed sample comparatively easy. Its value as a work of reference is completed in the copious index by common, scientific and family names.

Milestone, Sask.—Farmers held a meeting here recently and adopted resolutions that the grain act be suspended and that four out of every 20 cars be given to the eltrs, regardless of the car order book; and that the demurrage be increased to \$3 for the first 72 hours and \$10 per day for every additional day. At the meeting Mr. Dillinger, of the Dominion Transportation Commission, heard complaints and satisfied the grain growers that the government was endeavoring to settle the car shortage question with justice to all. A statement was presented showing that 42 cars had been held by farmers at this point from 2 to 9 days each, which convinced all present that direct scooping from wagon into car was too slow a method of shipping and operated to aggravate the car shortage.

CHICAGO.

Late applicants for membership in the Board of Trade are James L. Carden, Francis L. Schreiner and Jas. F. Norton.

Scotten & Snyder have discontinued their cash business and henceforth will deal only in foreign and domestic futures.

M. L. Hallowell, former manager of the St. Anthony Commission Co., has appeared on 'Change after an illness of six months.

Frank Teegarden, who left to go to Milwaukee several years ago, has returned and resumed trading on the Chicago Board.

At a meeting of directors of the National Corn Exposition, recently, plans were discussed for the corn show to be held in 1908.

Henry G. Strassheim Hay & Grain Co., incorporated, capital stock \$25,000; incorporators, Henry G. Strassheim, Frank G. Strassheim and Daniel Strassheim, Jr.

The latest offer of \$2,000 for memberships in the Board of Trade made by the directors has not been accepted by the sellers. The certificates now are selling at \$2,100.

Reciprocal demurrage rules have been submitted to the Chicago Coal Dealers' Ass'n with a view to their adoption by the Illinois Railroad and Warehouse Commission.

L. D. Boynton, formerly a Board of Trade commission merchant, was found dead Dec. 13 in his room. Heart disease is thought to have been the cause. He was 75 years old.

When closing old trades in oats customers should specify old style, as all orders not specified are being executed

in new style. The difference in price is about 2 cents, being less on May and more on July delivery. No. 3 white will go into the new style at 5 cents penalty.

The Fitchburg Eltr. was scorched on one side by fire starting in the adjoining frame engine room on Dec. 11. The eltr. was saved, but the frame building was destroyed. Loss, \$5,000.

The temporary injunction restraining a real estate company from prosecuting in the state courts a suit for a receiver for the Corn Products Co. of New Jersey, on Dec. 13, was made permanent by Judge Landis.

The U. S. Moisture Testers for determining accurately and quickly the percentage of water in grains have been supplied to the Armour Grain Co., and J. Rosenbaum Grain Co. by the Hess Warming & Ventilating Co.

The Supreme Court on Dec. 12 denied G. S. McReynolds a rehearing. His attorneys on Dec. 20 applied to Judge Landis for his release on a writ of habeas corpus, alleging he had been convicted on his own testimony contrary to the constitution.

James Bradley has consented to run as candidate for vice pres. of the Board on the same ticket with Hiram N. Sager as pres. No opposition is expected to the Sager-Bradley ticket. It is said that Ed. Andrew will be a candidate for re-election as director.

An Illinois co-operative concern which bot considerable corn above 50 cents in a bidding contest with competitors recently struck a bad market. Most of the purchases were too soft to grade and went at 10 cents less in Chicago than the price paid in the country.

A vaudeville entertainment for the benefit of children's charities will be given by members of the Board of Trade in the visitors' room on Dec. 31. The old-time practice of celebrating the close of the old year by pelting fellow members with grain samples has been discontinued. Last year's entertainment netted a considerable sum and the committee in charge expects to do well this year.

Application for membership in the Board of Trade has been made by Carl F. W. Pfeiffer, Claude W. Thompson, Jesse C. Tobey, James Cannon Dougall and Sigmund J. Woolner. Application for transfer of membership has been made by Clarence C. Chapman, Duncan Alexander McDonell, Oscar E. Overbeck, the estate of Henry O. Parker, Wm. B. Page, the estate of Nathan A. Skinner, L. H. Fairchild and Jacob Schreiner. Members of the Board of Trade recently admitted are Nathan J. Miller and W. L. Tillotson.

The directors of the Board of Trade on Dec. 10 amended the regulations of the clearing house to read: "All reports must be in the clearing house by 11 a. m. of each business day, under penalty of a fine of \$5 if tardy, and the posting of the delinquent party on 'change at noon, except on days when the exchange room is closed at 12 o'clock, when the names of delinquents shall be posted at 11:30 a. m. All reports deposited in the clearing house after 11:05 a. m. shall be subject to an additional fine of \$1 for each five minutes (or part thereof) between 11:05 a. m. and the time at which they are deposited at the clearing house."

H. N. Sager, president of the Board of Trade, is in the position of the President of the United States in the respect that a renomination is almost being forced on him. President Roosevelt refused on the ground that this would be a third term,

but Mr. Sager has served only one term and his friends have persuaded him to accept another nomination, tho Mr. Sager declares the work of the office has taken about one-half of his time, which is needed in his private business. Mr. Sager took office at a time when wise counsels were never more needed, and his successful piloting of the organization around dangerous shoals is deeply appreciated by the membership.

E. B. Boyd, manager of the Transportation Department of the Chicago Board of Trade, recently resigned his position to accept another as assistant to the vice pres. of the Wabash railroad. Accordingly, a receiver's committee with Captain Rumsey for a toastmaster gave a banquet in honor of Mr. Boyd at the Grand Pacific hotel Dec. 9. Several members of the Board of Trade were present and the sentiments of the men were fittingly expressed by Sec'y Stone, who told something of the good work Mr. Boyd has done. A dinner will be given Dec. 27 at the Auditorium hotel by the transportation committee in honor of Mr. Boyd, who takes up his new duties the first of January.

John E. Brennan and James L. Carden have formed a partnership under the firm name of Brennan & Carden to do a commission business in cash grain and futures. Mr. Brennan is thoroly experienced in all branches of the grain receiving business, having been cash grain salesman, and formerly traveling representative for Eschenburg & Dalton, with whom he started as office boy nearly 11 years ago. Mr. Carden has been with the American Maltng Co. for several years and is a young man of ability. He is a son of John Carden, well known in the maltng industry. Both are members of the Board of Trade, and the new firm has taken the old offices of Eschenburg & Dalton in the Royal Insurance bldg.

The Nash-Wright Grain Co. has lost its suit against Daniel C. Wright to recover on a note for \$10,000 and on a stated account of \$20,000; but will take up the case again, not being willing to accept the verdict of the jury as final. Wright has been a member of the Board of Trade for 9 years and has cleared his trades thru the company 4 years; and it is said his profits in speculation have been so considerable that he has acquired \$150,000 in farm property. His defense is that his trading was gambling, that not one bushel of the 200,000,000 bus. dealt in was delivered. As Wright stood in the pit and made his own trades, the jury naturally was influenced to believe he knew what he was doing. The courts, however, always have held that gambling by one party does not invalidate transactions in wheat, when the other party contemplates actual delivery; and Nash-Wright may win on appeal or new trial if their contention that actual delivery was intended is amply supported by evidence. At the very next meeting of the directors of the Board of Trade, following the trial and verdict, Wright was expelled from membership, on charges made by John Hill that he was guilty of dishonest conduct and of bad faith in testifying under oath he was gambling instead of trading in grain.

COLORADO.

Denver, Colo.—The Northern Colorado Eltr. Co., incorporated, capital stock \$75,000; incorporators, J. K. Mullen, H. E. Johnson and L. M. Ryan.

Hyde, Colo.—H. L. Aden, formerly of Wahoo, Neb., and also at Shelby and

Raymond, Neb., is now located on a siding here and has a general store, the post office and handles coal and grain.

IDAHO.

Rigby, Ida.—The eltr. of the Western Mill & Eltr. Co. is about completed. It has a capacity of 60,000 bus. About 200,000 ft. of lumber was used in its construction.

Nezperce, Ida.—The Farmers' Grain Co., incorporated, capital stock \$5,000. C. H. Waters, pres., and David Frink, sec'y. The first warehouse will be built at Greer, Ida. It will be 50x150 ft.

Idaho Falls, Ida.—The Nils Hoff Grain Co., the oldest firm in the grain business here, has been very prosperous the past year, having transacted over \$150,000 in business and handled considerably more wheat and oats than last year.

ILLINOIS.

Monee, Ill.—A. & C. Schwiesow have succeeded Plagge & Schwiesow.

St. Joseph, Ill.—F. R. & M. A. Current are putting new scales in their eltr.

Champaign, Ill.—The grain tanks of the Cleveland Grain Co. are being repaired.

Carlinville, Ill.—C. R. Aden & Co. are making extensive improvements on their eltr.

Edinburg, Ill.—Firey Bros. have ordered new machinery to be installed in their eltr.

Weldon, Ill.—William Susdorf has leased and will operate the eltr. of the Rogers Grain Co.

Staley, Staley P. O., Ill.—Thomas Grady has bot an interest in the eltr. of F. R. Ludwig at Staley.

Cissna Park, Ill.—Geo. C. Steiner is completely equipping his new eltr. with Weller made machinery.

Edwardsville, Ill.—Fire started in the upper part of the eltr. of E. J. Jeffress, Dec. 7, and caused a loss of \$3,500.

Paxton, Ill.—W. H. Westbrook has purchased a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Champaign, Ill.—Chas. E. Mueller, grain merchant, has filed petition in bankruptcy, scheduling \$5,000 liabilities and \$336 assets.

Warren, Ill.—E. D. Lausch, of Winslow, has bot the eltr. of Waiter Stickney for \$8,000. Possession will be given March 1, 1908.

Lena, Ill.—The Lena Eltr. Co., incorporated, capital stock \$2,500; incorporators, John Reeder, Elizabeth Reeder and A. W. Reeder.

Sterling, Ill.—M. L. Dillon, of this place, was shot dead early on the morning of Dec. 17 in the room of Mrs. N. G. Cochran, Chicago.

Homer, Ill.—Fred Rose's new 100,000-bu. eltr. being erected by the Reliance Construction Co., will be completed by the middle of next month.

Mt. Pulaski, Ill.—The Mt. Pulaski Grain Co. has received a moisture testing apparatus, and will install a second tester at one of its other stations.

Quincy, Ill.—J. W. Cassidy, formerly of the Cassidy Commission Co., now pres. of the Egg-O-See Cereal Co., was married Dec. 17 to Miss Amie E. Hoffman, of Chicago.

Madison, Ill.—The Toledo, St. Louis & Western Ry. has let the contract to the Burrell Engineering & Construction Co.

for the rebuilding of the 40,000-bu. cleaning and transfer eltr. which was burned recently. It will be built on the old foundation, and will be a duplicate of the old eltr.

Arrowsmith, Ill.—C. P. Cherry, director and Thomas Greenfield, manager of the eltr. of the Arrowsmith Grain, Coal & Lumber Co. have resigned. C. R. Nance now has charge.

The Northern Illinois Grain Dealers Ass'n held a meeting at Chicago Dec. 13, and adopted resolutions against the enactment of legislation for federal grain inspection.

Fair Grange, Ill.—I am no longer interested in the grain business, and if I should become interested I would surely want the Grain Dealers' Journal.—C. F. Kilgore, Charleston, Ill.

Alexander, Ill.—The Central Illinois Grain Co., whose eltr. was burned Nov. 30, has let the contract to R. L. Gonsalves for the erection of another eltr. and also an office building in connection.

Mt. Auburn, Ill.—Turner & Osborn recently received at their eltr. a wagonload of corn amounting to 5,930 lbs., the largest load received in the 30 years they have been in business. The corn was hauled two miles by one team. The tare added made the gross weight 7,330 lbs.

New Berlin, Ill.—The Farmers' Grain Co.'s new 30,000-bu. cribbed eltr. has been completed by the Burrell Engineering & Construction Co. It is equipped with 32-h. p. gasoline engine, iron siding and roof. No. 1 U. S. Corn Sheller, Constant Chain Feeder, 1 No. 4 B. & L. Rolling Screen Cleaner, 1,500-bu. hopper scale.

Clinton, Ill.—Because the Rogers Grain Co. purchased \$225 worth of grain some time ago from a farm tenant who had not paid his rent the company was forced by the circuit court to repav the same amount to the landlord. The Rogers Grain Co. had bought grain from this same man for years and never has had any trouble until the present time.

Blue Mound, Ill.—A. P. Hill of E. W. Crow & Co., was horribly mangled by a train Dec. 5, which caught him as he was walking homeward along the track shortly before 6 o'clock in the evening. On his failure to arrive when expected his sister telephoned to the eltr. at Stonington and M. J. Williams and E. A. Wilkinson, employed there, started to look him up, and soon found the remains. Mr. Hill was about 55 years of age and single. He had been engaged in the grain business here for 15 years.

Galesville, Ill.—The state railroad and warehouse commission has found the Wabash Railroad guilty of discrimination in the furnishing of cars, as alleged by the Galesville Grain Co. The railroad agent allotted cars to the two other eltrs. at this station on the presumption that they were operated by two firms, when in fact they were owned jointly by Patrick N. and John Hayes, who have since dissolved partnership. The commission has no power to punish, and the remedy of complainant is by civil suit. The rule of the Wabash that cars must be distributed equally among shippers at a station is not approved or disapproved by the commission, but having made such a rule the commission holds that the road is bound to enforce it equally. Answering the contention of the railroad company that the commission has no jurisdiction the commission holds that it has complete authority over all matters of alleged dis-

crimination involving the rights of shippers.

Springfield, Ill.—A glaring example of the political graft which is fastening itself upon the producing interests is furnished by the ordinance introduced into the city council here Dec. 16 to establish inspection for hay, straw and alfalfa. The ordinance provides that a fine of \$10 to \$200 for selling a car load or fraction of a car load of hay, straw or alfalfa in the city without it having been inspected by the regular inspector. The inspector is allowed to charge \$1 for the inspection of each car load or fraction thereof. Twenty per cent of the amount collected from these duties shall be turned into the city treasurer and 80 per cent of the amount collected shall belong to the inspector. That the purpose of the inspection is purely to support loafing politicians who are too "strong" to work is shown by the exorbitant fee demanded. The actual cost of inspecting a car of hay is not more than 10 cents, yet the aldermen have the effrontery to demand \$1.

INDIANA.

Mt. Ayr, Ind.—We have succeeded Ponsler & Johnson.—Herriman & Martin.

Anderson, Ind.—Grain dealers from six counties in eastern Indiana held a meeting Dec. 11 at the Doxey house.

Chalmers, Ind.—Ross, Ross & Barr have installed a U. S. Moisture Tester supplied by the Hess Warming & Ventilating Co.

Delphi, Ind.—H. Kerlin & Sons, whose eltr. was burned Nov. 18, are again doing business in their quarters, temporarily erected for the handling of corn.

Indianapolis, Ind.—The Pennsylvania Eltr. & Supply Co., incorporated, capital stock \$5,000. Directors: F. L. Gray, W. W. Hubbard and Mary J. Gray.

Upland, Ind.—W. W. Pearson, formerly of Cumberland, has bot the eltr. and coal yard here of T. W. Williams & Sons, who gave possession Dec. 16.

Brook, Ind.—The eltr. which J. A. Horn recently completed for Lyons, Esson & Light is being equipped with machinery manufactured by the Weller Mfg. Co.

Frankton, Ind.—We have moved the headquarters of our grain business from Frankton to Tipton, Ind. We will continue the operation of our eltrs. at Frankton, Dundee and Orestes, Ind.—Urmston Grain Co.

Union Center, Ind.—Joe Hanni's new 15,000-bu. cribbed eltr. has been completed by the Burrell Engineering & Construction Co. It contains a Monitor Cleaner, 8 h. p. gasoline engine and is covered with galvanized iron.

Indianapolis, Ind.—The Assembly Room of the Board of Trade bldg. has been chosen in place of the Claypool hotel as the place for the annual meeting of the Indiana Grain Dealers Ass'n to be held on Jan. 8 and 9.

Don't go to the Claypool hotel to attend the annual meeting of the Indiana Grain Dealers Ass'n. The meeting place has been changed to Assembly Room of the Board of Trade. The time is the same, Jan. 8 and 9.

South Milford, Ind.—While attempting to replace a belt on a rapidly revolving pulley in the grain eltr. here Chas. Deal had his clothing caught and was whirled about the shaft. His boots were thrown from his feet and he was thrown against

the wall with sufficient force to fracture the big bone of his right leg above the knee. A workman gave aid, and he is expected to recover.

Indianapolis, Ind.—The Railroad Commission of Indiana has filed an intervening petition in the federal court on the suit by Walter B. Horn against the C., H. & D. Ry. to compel the construction of physical connections between the two roads at Connersville for the interchange of freight.

Indianapolis, Ind.—The hearing of the reciprocal demurrage case was postponed from Dec. 10 to Dec. 20, because of the inability of railroad attorneys to be present. The railroads in their answers deny the authority of the state railroad commission to enforce the debit and credit plan asked for by the Indiana Bridge Co.

Indianapolis, Ind.—Tom Oddy has been granted a divorce from his wife, Ida, who was possessed by a delusion that led her to speak in a "strange tongue." In court Mrs. Oddy told of her efforts to save Tom and make him a speaker of many strange tongues like herself. By the decree of the superior court Mr. Oddy will not have to listen to what he described as gibberish. They will arrange a property settlement between themselves.

Indianapolis, Ind.—Reciprocal demurrage was the subject of a paper read before the Indiana Millers Ass'n recently by J. V. Zartman, who said that under the present system there is no inducement offered by the railroads for the loading and unloading of cars in less than 48 hours, and said that it would be to the interest of the roads if a rule was promulgated that would offer some inducement for the rapid loading and unloading of cars.

Thorntown, Ind.—R. S. Stall & Co.'s new 20,000-bu. eltr. on the Big Four has been completed by the Burrell Engineering & Construction Co. It has a lean-to brick office and seed room for storing field seeds. It is equipped with 3 stands of eltrs., 14x7 cups, 50-h. p. steam plant, No. 2 U. S. Sheller, No. 7 Bowsher Feed Mill, 2 Constant Chain Feeders, 1 No. 7 Monitor Combination Corn and Grain Feeder, 22-ft. wagon scale, 500-bu. hopper scale. Galvanized iron covers roof and sides; and the brick power plant is 30 ft. distant, while a frame cob and dust house adjoins. The cost of building and equipment was \$11,000.

Princeton, Ind.—The report of Receiver John H. Miller on the affairs of the Princeton Eltr. Co. has been approved by the court. The claims amount to \$96,366. The heaviest losers are Hugh D. McGary of this city and Wm. M. Ford of New Harmony. Three plans of settlement have been suggested. The claimants who have agreed to release McGary and Ford, two of the principal stockholders, from liability, will receive 43 per cent of holdings; those who have released McGary alone will receive 27 per cent; while those who have not agreed to release either of the stockholders will settle on a basis of 8 per cent, of the whole amount.

Lafayette, Ind.—During the third day of the Corn Show the Indiana Corn Growers Ass'n will hold its annual meeting, Jan. 15, at Purdue University. Addresses will be delivered in the forenoon by Pres. D. F. Maish and Dr. C. E. Thorne; in the afternoon by J. W. T. Duvel of the U. S. Dept. of Agri., and at the evening session the boys' corn clubs will be discussed by Professors Haines and Bunnell and H. W. Henry. Harvey Gray of Galveston has presented a trophy

for the best 10 cars of corn, to be competed for first at the coming show and thereafter annually. Information regarding the show, which promises to be most successful, can be obtained of G. I. Christie, secy., Lafayette.

Indianapolis, Ind.—In the complaint by the Commercial Club of Marion, Ind., against the roads, the State Railroad Commission has decided that a common carrier may not provide by contract that it will interchange traffic with certain railroads only at a given point and that it will not interchange traffic with other carriers similarly situated, especially when such contract is in contravention of public policy and works an unnecessary hardship on the public, to which the carrier under its charter and the laws of the states owes a duty. It is the imperative duty of the carriers to interchange traffic with connecting lines of road at terminal points, unless relieved from so doing by the railroad commission of Indiana.

PROGRAM ANNUAL MEETING OF THE INDIANA GRAIN DEALERS ASS'N. AT INDIANAPOLIS.

10.30 A. M., Jan. 8th, 1908.
Opening Address, T. A. Morrisson, President. Kokomo, Ind.
Report of the Secretary, J. M. Bradford. Indianapolis, Ind.
Report of the Treasurer, Bert A. Boyd. Indianapolis, Ind.
Announcement of Committees by President.

Adjournment.
AFTERNOON SESSION—2 P. M.
Uniform Bill Lading—H. E. Kinney, Indianapolis, Ind. Discussion.
Why Grain Dealers Should Not Contract Grain in Advance of Delivery.—Geo. C. Wood, Windfall, Ind. Discussion.

The Corn Crop.—E. H. Culver, Chief Inspector, Toledo, O. Discussion.
Adjournment.

10 A. M., JAN. 9th, 1908.
The National Association and its Benefit to The Country Dealer.—A. E. Reynolds, Crawfordsville, Ind.

How to Induce the Farmers to Raise a Better Grade of Corn.—E. M. Wasmuth, Roanoke, Ind.
Adjournment.

AFTERNOON SESSION.
Report of Committees.
Election of Officers.
Miscellaneous Discussions.
Report of The Corn Scoring Committee.
Adjournment.

P. S. The Indiana Grain Dealers will probably have Senator McCumber, of North Dakota, to speak to them on Federal Supervision, and, if so, there will be a speaker secured, if possible, to exploit the other side.

IOWA.

Doon, Ia.—Eugene Sullivan is the new manager for the Atlas Eltr. Co.

Irwin, Ia.—The Udpick Grain Co. will install an improved Hall Signaling Distributor in its eltr.

Cedar Rapids, Ia.—Douglas & Co. are erecting a feed mill, of brick, 70x90 ft., at their starch works.

Shenandoah, Ia.—J. L. Gwynn has been remodeling and enlarging his eltr. It will have a capacity of 25,000 bus.

Le Mars, Ia.—The Plymouth Roller Mill Co.'s eltr. will be equipped with an improved Hall Signaling Distributor.

Alexander, Ia.—Geo. Messelheiser is having corn shipped in from Missouri

owing to the scarcity here. It is unusual for farmers to have to buy grain, Mr. Messelheiser having shipped the grain out in other years.

Dike, Ia.—Ed. Drayer will succeed Mr. Knepe as agent for the Nye Schneider, Fowler Co. Mr. Knepe will have charge of the eltr. at Stout.

Garner, Ia.—J. A. Christopherson, agt. of the Reliance Eltr. Co., is ill with diphtheria and it will be some time before he will be able to be out.

Holstein, Ia.—The Farmers Eltr. Co., recently incorporated, has bot the eltr. of the Western Eltr. Co., owned by Shoeman Bros., for \$8,500, and will begin buying grain Jan. 1.

Akron, Ia.—The Farmers Grain Co.'s new 20,000-bu. cribbed eltr. has been completed by the Burrell Engineering & Construction Co. It has lap siding, 4-ton dump scale, 60-bu. hopper scale and 8-h. p. gasoline engine.

Des Moines, Ia.—John R. Sage, the veteran crop reporter at the head of the Iowa Crop Service for many years, and whose estimates were always considered most reliable, has resigned the position, effective this month.

KANSAS.

Burrton, Kan.—The H-C Grain Co.'s building is about completed.

Kansas City, Kan.—The Alfalfa Milling Co. of Topeka, will build an alfalfa mill here in the spring.

Salina, Kan.—Bucket-shops at this place, Marquette, McPherson and Lindsborg are said to have quit because of a lack of patronage.

Emporia, Kan.—Weevil infest the wheat bins of Lyon County farmers and some of the loads of wheat driven to town by growers are alive with the insects.

Wichita, Kan.—The Kelly Bros. Grain Co., formerly of Corwin, Kan., has moved its head office to this place, and is located in the Sedgwick bldg. The firm consists of Eugene Kelly and Edward Kelly.

Leavenworth, Kan.—Three negroes are charged with having stolen wheat from cars and will be prosecuted by the Union Pacific R. R. Co. They are believed to have stolen 10 bus. from one car.

Caldwell, Kan.—The news item which appeared in the Dec. 10 Journal may have left an erroneous impression with some of our readers. A full and correct statement will be found in "Letters," this number.

Burlington, Kan.—We expect to be running next week (Dec. 19). We have a good plant with Barnard & Leas machinery and Olds-25 h. p. Engine. The capacity of the bin room at present is 15,000 bus. We will run an exchange, handling flour, bran and shorts.—Gibbon & Reid.

Norton, Kan.—W. R. Fisher, pres. of the National Bank of Norton, has organized a company to build a large storage eltr. It will have a capacity of 150,000 bus. Work will start as soon as they can get a lease from the railroad company. The new organization will have a capital stock of \$30,000 or \$40,000.

Kansas City, Kan.—At a conference with J. M. Meek, prosecuting atty. and E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n, John W. Radford, chief grain inspector, stated that it would be a physical impossibility for his department to determine the percentage of dirt or

foreign matter contained in cars arriving at this market. Accordingly Mr. Smiley has urged Mr. Meek to begin an action in the name of the state to stop the 100 lbs. deduction from the weight of grain in cars unloaded at the Kansas City eltrs.

Wichita, Kan.—Robert F. Coates died at his home Dec. 1 of congestion of the bowels. He was 52 years of age. Mr. Coates first became connected in the grain business in 1896, when he was bookkeeper and shipping clerk for the Galveston Export Commission Co. He remained with this firm until its failure in 1897. He represented the Mitchell Grain Co. in the Missouri Pacific territory until the spring of 1898, when he went with the J. H. Teasdale Commission Co. He engaged in business on his own account and was successful. He leaves a widow, a son and daughter.

Topeka, Kan.—The 10th annual meeting of the Kansas Grain Dealers Ass'n will be held at this city Jan. 14 and 15. This will not be a delegate body and any member will have a voice in the convention. Secy. Smiley is eager to make the meeting a success, and asks the co-operation of members who have opinions on any subject and wish to express them. Such will be given a place on a program, to be made as interesting as possible. If you know what is necessary to improve the condition of your fellow dealers tell them so. The best businessmen recognize that they can learn from others.

Topeka, Kan.—Wheat growers of Kansas will present a petition to Governor Hoch for the lowering of the test weight of No. 2 wheat, and the establishment of a grade of dark hard Turkey wheat. The farmers complain that the grain commission when it established the grades ridiculed their petition, and that the raising of the test to 59 lbs. was made at the suggestion of speculators who desired to place a large part of good Kansas wheat in No. 3 grade at No. 3 price. The petitioners urge the prosecution of eltr. proprietors at Kansas City for deducting 100 pounds from the weight of grain in cars. It is recommended that a date be fixed for the meeting of the grain grading commission each year.

KENTUCKY.

Hardinsburg, Ky. — T. J. Hook has erected a 20,000-bu. concrete eltr.

Glendale, Ky.—The Glendale Grain Co. has erected a 40,000-bu. concrete eltr.

Bradfordsville, Ky.—B. Terhune's Sons will have erected a concrete eltr. with a capacity of 20,000 bus.

Pembroke, Ky.—The Planters Association's warehouse was burned Dec. 11. The building contained 20,000 bus. of wheat. Loss \$25,000; insurance \$20,000. The fire was caused by a defective flue.

Paducah, Ky.—Harth Bros. Grain Co. brot suit Dec. 10 against the N., C. & St. L. R. R. Co. to recover \$21,580 damages alleged to have been caused by the failure of the railroad company to erect a grain eltr. as promised in a contract made September, 1906.

Louisville, Ky.—Charges that a pool had been formed to control the output of wheat sacks have been made by Commonwealth Atty. Chas. H. Sanford against Ballard & Ballard Co., Washburn, Crosby Co. and J. S. Walker & Co., who are alleged to have held sacks regardless of the urgent demand by farmers.

LOUISIANA.

New Orleans, La.—The Louisiana Railroad Commission has established a distance tariff on hay in carloads, and minimum weights of 17,000 lbs. in cars 34 ft. or less; and 20,000 lbs. in cars over 34 ft.

New Orleans, La.—The directors of the New Orleans Board of Trade held a special meeting Dec. 18 to receive the report of the finance committee. It is expected that expenses are to be curtailed and some of the departments consolidated.

MARYLAND.

Baltimore, Md.—The Chamber of Commerce will hold its annual election next month.

Baltimore, Md.—Samuel H. Ruth and Henry C. Tiemeyer have been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—Chas. H. Beck, asst. inspector of grain and hay for the Chamber of Commerce, died recently after an operation for appendicitis. He was 30 years old and had been connected with the organization since he was 15 years of age.

Baltimore, Md.—The annual meeting of the Seed Corn Breeders Ass'n was very successful, and members of the Chamber of Commerce who were interested are gratified. It was decided to change the name of the organization to Maryland Cereal & Forage Crop Breeders Ass'n.

Taneytown, Md.—The Reindollar Co. is very favorably mentioned in a special issue of the *Taneytown Record* which gives a brief history of this milling and grain firm, since it began in a modest way in 1887. Now the company operates a 25,000-bu. eltr., a roller flour mill and 4 power hay and straw presses. E. E. Reindollar is pres., Robert V. Arnold secy. and Geo. A. Arnold, treas. and mgr.

Baltimore, Md.—Lizeras, the Greek, dazzled the exporters here on Friday, the 13th, with an order for the shipment of 36,000 tons of wheat to Greece within 70 days. Visions of fat orders lasted only until the bankers to whom he referred declared they knew nothing of him. The daily press in the meantime spread broadcast over the country the news that a Greek at Baltimore was buying all the wheat in sight.

MICHIGAN.

Dexter, Mich.—The Stockbridge Eltr. Co. is installing a new gasoline engine in its eltr.

Highland, Mich.—W. S. Seaver is tearing down the old red eltr., which was built in 1872 by Willow & Son of Fenton.

Mt. Clemens, Mich.—William Rickert and Charles V. Moross have bot the brick grain eltr. of William Fleumer and will remodel the building to store merchandise.

Tekonsha, Mich.—The Tekonsha Grain Co. has brot suit against A. Patton to recover damages for failure to deliver grain on contract after the price had advanced.

Eagle, Mich.—The eltr. of Whitmore & Creel was burned Dec. 10. Loss \$4,000; partially insured. The building contained 1,500 bus. of beans, also a quantity of wheat and oats.

Charlotte, Mich.—The eltr. of Moll & Thompson was completely ruined by fire and water Dec. 7. Loss, \$7,000; insur-

ance, \$4,500. The plant was filled with beans. Repairs on the building will start at once.

Ypsilanti, Mich.—Martin Dawson has built a complete fireproof eltr. The foundation is of cement and the sides are of steel. It is 20x83 ft. and has 7 bins, with a capacity of 10,000 bus. It is equipped with a 15 h. p. electric motor, a Clipper Cleaner, a feed grinder, a corn sheller, 5 stands of elevators and hopper scales.

MINNEAPOLIS.

G. S. Barnes & Co., who had offices in the Chamber of Commerce, have left the city.

A meeting of the farmers eltr. companies of Minnesota was held at Minneapolis Dec. 17.

One of the U. S. Moisture Testers made by the Hess Warming & Ventilating Co. has been installed in the Howard Wheat & Flour Testing Laboratory.

About 50 of the manufacturers and distributors have joined in the organization of a freight traffic bureau to work in the interest of St. Paul and Minneapolis.

The barley storage tanks of the Electric Malting Co. have been completed. The tanks are of concrete and connected to the eltr. by an overhead conveyor gallery.

On Friday, Dec. 13, an old man named Fritz Friday was caught sweeping wheat from a car in the M. & St. L. R. R. yards. He promised to sweep no more and was fined \$2.

The Star Eltr. Co. has increased its capital stock to \$2,000,000. The Columbia Eltr. Co. has also increased its capital stock to \$200,000; and the Interstate Grain Co. has increased its limit of liability to \$3,000,000.

The embargo on the eastward movement of Northern Pacific cars has been canceled after having been in effect a year. The extra expense for elevation of transfer has been done away with, now that the grain cars can be routed anywhere. The action of the Northern Pacific in canceling the embargo marks the end of the long car shortage.

MINNESOTA.

Adrian, Minn.—The Hubbard & Palmer Co. has bot the eltr. of the Plymouth Eltr. Co.

Appleton, Minn.—The Northwestern Eltr. Co. has resumed business. A. J. Kaufman is agent.

Elysian, Minn.—Chas. McCrady, of Owatonna, will take charge of the eltr. of the Elysian Farmers Ass'n.

Nerstrand, Minn.—The Minnesota Farmers Exchange will hold a meeting to organize a farmers eltr. company.

Duluth, Minn.—Several hundred thousand bus. of high grade oats have been received at this market from Montana the past year.

St. Paul, Minn.—The grain inspection fees for November from the state department was \$24,542. Duluth alone contributed \$17,344.

Hawick, Minn.—The farmers will probably build an eltr. next summer. It will have a capacity of 25,000 bus.—A. W. Erickson, agt. Cargill Eltr. Co.

Glencoe, Minn.—D. K. Whalen, who has been buying grain at Nansen, N. D., has accepted his former position as manager of the Exchange Grain Co.'s eltr.

St. Paul, Minn.—The trial of Geo. L. Wood and other alleged stockholders of

the Wisconsin Grain & Stock Co. on the charge of using the mails to defraud was begun Dec. 18.

St. Paul, Minn.—Ashley Coffman, receiver of the Wisconsin Grain & Stock Co., in his report gives the total cash assets as \$33,337, besides an elaborate list of office furniture and materials.

Red Lake Falls, Minn.—James Hance, who has had charge of the eltr. of the Red Lake Falls Milling Co. for the past few years, is now looking after its interests on the road. Ed. Brouillet has taken his place at the eltr. here.

Burr, Minn.—The eltr. of the Farmers Eltr. & Supply Co. was burned Dec. 2 together with 3,000 bus. of grain. This is a hard loss as the eltr. was built last year and cost \$8,000, partly insured. The company will rebuild as soon as possible.

Vermillion, Minn.—The Supreme Court of Minnesota has affirmed the judgment of the district court of Dakota County in favor of Jos. J. Beissel, who brought suit against the Vermillion Farmers Eltr. Co. to recover \$150 due him as salary on a contract of employment at \$70 per month, and for a balance due him after his discharge, for the remaining 6 months of the contract year. At the time he was discharged he had been paid \$270, and the jury gave judgment for the full amount. In its defense the eltr. company alleged that Beissel became disqualified, incompetent and wholly unfit to properly discharge the responsible duty of operating the eltr.

St. Paul, Minn.—The first repayment of a seed grain loan, made by the state under the act passed last winter, was made recently by Norman county. Of \$7,780 loaned this county repaid \$4,951. Other loans made to Clay and Wilkin Counties have not been repaid. The law made it a misdemeanor for any farmer to dispose of any of the crop raised from the seed grain so procured without first repaying his loan to the county. It also provided that in case the crop this year should be a failure, the amount of the loan should be levied as a personal tax in the next assessment of taxes, after Nov. 15, 1907, and be collected the same as other personal taxes, except that there should be no exemption from this tax.

MISSOURI.

Mt. Vernon, Mo.—The Farmers Eltr. & Cold Storage Co. has bot the eltr. of the Miller Eltr. Co.

St. Louis, Mo.—A record breaking carload of wheat was unloaded recently at the Saxony Mills. It contained 107,700 lbs.

Wakenda, Mo.—The Wakenda Eltr. Co. is building a 10,000-bu. eltr., 30x30 ft. The equipment includes a 26-h. p. gas engine, dump, wagon scales and a 300-bu. hopper scale. W. F. Circle is manager.

St. Louis, Mo.—The Ballard-Messmore Grain Co., incorporated, capital stock \$50,000; incorporators T. H. Ballard, J. L. Messmore and J. O. Ballard. The company will succeed Ballard, Messmore & Co., a commission firm.

Kansas City, Mo.—Both the Kansas Grain Inspection Department at Kansas City, Kan., and H. C. Nunn, Missouri State Grain Inspector, have purchased Hess Moisture Testers for assistance in grading grain accurately.

Kansas City, Mo.—E. O. Bragg has been conducting a grain commission business in his own name since he sold his interest in one of the leading firms here last year. Mr. Bragg is a member of the

Chicago Board of Trade, the Kansas City Board of Trade and the St. Louis Merchants Exchange, and has had long experience in the grain trade as a grain receiver. He has taken offices in the Exchange bldg.

St. Louis, Mo.—The grain commission merchants of the Merchants Exchange on Dec. 17 voted not to organize a clearing house for the settlement of trades in futures, as there are legal objections and conditions at present are unfavorable.

Kansas City, Mo.—The directors of the Board of Trade have rescinded the resolution adopted Nov. 5 as far as it prohibited congregating on the exchange floor after trading hours. The curb traders have been meeting in the office of a broker for the past two months.

St. Louis, Mo.—Edward C. Devoy, first vice pres., is likely to be the only candidate for the office of pres. of the Merchants Exchange at the annual election to be held Jan. 8. The nominations will be made Jan. 2. Edward C. Scharff is a candidate for first vice pres. and Christian Bernet for second. Manning W. Cochran also is named for second vice pres.

St. Louis, Mo.—High grade professional talent has been engaged to entertain members and their friends on the last day of the year, the directors of the Merchants Exchange having made an appropriation to be used to the best advantage by the special committee in charge. Members will dress themselves in fancy costumes and make-ups, and those presenting the most striking appearance will be awarded prizes.

St. Louis, Mo.—Judgment on an injunction bond in the sum of \$11,750 is asked by John T. Milliken and the Spencer estate and Judge McDonald has continued the case to Feb. 4. The suits grew out of the alleged attempt of Spencer and Milliken to corner the market in No. 2 red winter wheat. The directors of the Merchants Exchange, who were also defendants in the suits, temporarily were enjoined by the Circuit Court from ordering the Albers Co. to pay margins deposited in a bank to Spencer and Milliken. Subsequently the injunction was vacated by the same court, and the commission company appealed to the Supreme Court, which sustained the lower court.

St. Louis, Mo.—Effective January 6, the same rates on grain and grain products, carloads, both local and proportional, will apply from St. Louis to New York, Boston, Philadelphia, Baltimore, Buffalo, Pittsburg and other interior and eastern basing points as now in effect from East St. Louis. This will have the effect of removing the arbitrary charge heretofore applicable above the East St. Louis rate on shipments forwarded from St. Louis, and is in line with the negotiations which have been pending between the Municipal Commission and east-bound lines by which the rates on all traffic to and from St. Louis and East St. Louis shall be the same beyond a 100-mile radius.

NEBRASKA.

Lindsay, Neb.—The Farmers Eltr. Co. has been organized.

Tamora, Neb.—The Nebraska-Iowa Grain Co. of Omaha, is erecting an eltr. here.

Alda, Neb.—W. W. Gallup has again taken charge of the eltr. of the Omaha Eltr. Co.

Plattsmouth, Neb.—George E. Sayles, former manager of the eltrs. of the Duff Grain Co. at this place, Oreapolis and

R

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Cullom, is confined to his bed at his home in Cedar Creek, with a cancer of the liver, with small hopes of his recovery. George Berger of Murray has taken charge of the eltrs. during his sickness.

Clay Center, Neb.—O. M. Kellogg has sold his eltr. at this place and will return to his home at Stratton.

Waterloo, Neb.—The J. D. Robinson Seed Co. has equipped its plant with one of the U. S. Moisture Testers made by the Hess Warming & Ventilating Co.

Ellis, Neb.—The Farmers Eltr. Co., incorporated, capital stock \$6,000; incorporators, P. J. Zimmerman, J. H. Jantzen, Peter Niles and others. The company will erect an eltr.

Plattsmouth, Neb.—Grain dealers in this vicinity held a meeting recently to consider the financial situation. Excessive charges were reported in exchange on drafts, \$4 having been paid on a single car of grain.

Omaha, Neb.—J. E. Von Dorn has begun a cash grain business in the Brandeis building and will operate it in addition with his option commission business. B. Drummond, formerly agent for the Erie railroad, will be manager.

Herman, Neb.—The second week of December the eltr. operators received grain faster than they could load it into cars. During the week 44 cars were loaded, making it the busiest week the grain shippers ever experienced at this station.

Omaha, Neb.—The following committees have recently been appointed by the Grain Exchange: Grain—J. H. Hamilton, E. S. Westbrook, C. C. Crowell, Jr., E. C. Twamley, J. W. Holmquist, E. E. Huntley, C. Vincent. Appeals—M. C. Peters, chairman; Frank Fowler, E. A. Nordstrom, W. B. Weekes, J. B. Swearingen. Arbitration—E. P. Peck, chairman; W. C. Sunderland, George C. Johnson, F. T. Shinrock, James Walsh.

NEW ENGLAND.

Bellows Falls, Vt.—The grain store of Frank Adams & Co. was robbed Dec. 12 of \$25 in cash. The outside door of the safe was not locked so the burglars blew the inner vault with nitroglycerine. The safe and some paper inside are a total loss.

NEW YORK.

Buffalo, N. Y.—The Buffalo Cereal Co. has installed a U. S. Moisture Tester made by the Hess Warming & Ventilating Co.

Buffalo, N. Y.—Transmission machinery to equip the eltr. recently constructed by the Macdonald Engineering Co. for the Husted Milling & Eltr. Co. is being furnished by the Weller Mfg. Co.

Buffalo, N. Y.—The Electric Eltr. & Milling Co., which does a general grain distributing business, has elected H. M. Barker pres., H. T. Kneeland, treas., and Yale Kneeland, secy. Theirs is the only eltr. in this city equipped to unload lake grain from vessels and at the same time unload rail grain from the west.

Buffalo, N. Y.—Milling in transit privileges are covered in the circular issued by the New York Central Railroad, effective Dec. 26. It covers barley, corn, oats, rye and wheat in carload lots from Buffalo, Black Rock, Suspension Bridge or points west thereof, and allows the grain to be stopped at any of the milling stations for the purpose of milling and re-forwarding at an additional cost one and one-half cents per hundredweight above the rate from point of origin to final des-

tinuation. The points at which this privilege applies are: Albany, Antwerp, Auburn, Bergen, Black Rock, Buffalo, Camillus, Churchville (W. S. R. R.), Clyde, (N. Y. C.), Geneva, Honeoye Falls, Lockport, Lyons, Middleport, Newark (W. S. R. R.), Niagara Falls, North Tonawanda, Ogdensburg, Oneida, Oswego, Penn Yan, Phelps, Potsdam, Rochester, Seneca Falls, Syracuse, Utica, Victor, Waterloo, Watertown, N. Y.; Elkland, Pa.

New York, N. Y.—Henry D. McCord & Son have been financially distressed for some months, and when the recent stringency came along, they were about the first to go under. On Dec. 11 Wm. M. McCord, who comprised the firm, filed a petition in bankruptcy. Assets, \$93,000; liabilities, \$210,000, of which \$190,000 are secured. Among the creditors are the Mechanics National Bank, for \$123,397; William H. Story & Co., for \$51,046, and Rice, Quinby & Co., for \$13,710. The two last-mentioned creditors are grain and flour firms in the New York Produce Exchange and Chicago Board of Trade. Among the assets are the premises at No. 118 West 23d street, valued at \$31,000; property in South Highlands, N. J., valued at \$12,000; stock and trade, valued at \$18,410 and membership certificates of the New York Produce Exchange and Chicago Board of Trade. That the firm's failure was due to investments outside of the grain trade is shown by the following list of assets of doubtful value: In addition to the business assets Mr. McCord has 253 shares of stock of the Meers Artificial Leather Co., 140 shares Manufacturers' Mercantile Co., 1,000 shares Guancevi Tunnel Co., 500 shares Sutro Tunnel Co., 500 shares Comstock Tunnel Co., and 100 shares Ely Consolidated Copper Co., value unknown. His life is insured for \$120,000. In addition to his business liabilities he is also contingently liable on notes of the Meers Artificial Leather Co. and on mortgage on the company's factory at Nutley. He was pres. of that company.

BUFFALO LETTER.

The 400,000 bus. track eltr. added to the grain and milling business of the Husted Milling & Eltr. Co. is practically finished and will be in use early in January.

Grain dealers complain that it is not easy to deal with the country millers, as they are paying a cent or two under western prices for State winter wheat and getting enough of it.

Eltr. building has gone on at a good pace this year, the principal harbor addition being that of the Francis Perot's Sons Co., which has both an eltr. and malthouse completed.

The wheat wintering afloat here is about as large in amount as ever and is practically all Nos. 1 and 2 northern or 1 and 2 durum, coming from Duluth, with one small cargo marked Manitoba.

It looks as tho the carrier of spring wheat might get a good profit next spring. The winter-storage wheat fleet is large, but there is not as much spring wheat here as there should be, even the local mills not being well supplied.

The lake storage fleet is all in, a fleet of 30 steamers carrying mostly wheat and flaxseed. There is 4,265,867 bus. of wheat, 2,452,583 bus. of flaxseed, 393,000 bus. of barley and 454,635 bus. of oats. Corn is seldom dry enough to store through the winter afloat.

A new case is brot up by the Michigan Central R. R. against W. G. Heathfield, who shipped in grain over that road and

turned it over to the Rodebaugh mill. The road failed to collect the freight from the bankrupt mill company and now is trying to make Heathfield pay it.

With spring wheat, oats and rye so hard to sell on account of the high price, and winter wheat raised at home the grain dealer here is pretty nearly confined to corn, on which he is doing fairly well, tho the amount coming in for inspection is moderate, usually running under 50 cars a day.

Eltr. builders are disappointed with the year, tho Buffalo has done fairly well by them. They report they have had more inquiries from grain men in the past few weeks than in a whole year. The idea is that eltrs. are quite often planned in slack times, as when grain is moving there is enough to do anyhow.

The cheap storage of grain afloat, there being considerable in canal boats as well as in the lake steamers, has hurt the elevators, for they are not getting the winter storage they looked for, only a moderate amount being taken. If New York wants grain very liberally this winter the amount in eltrs. here will run down fast.

A substantial increase of the capacity of the Riverside Malting Co. at lower Black Rock on the Erie Canal is practically finished, much new work being added. The eltr. is finished and filled with 110,000 bus. of barley, but the malt house attached has been held up by money stringency and will be some time finishing.

Barley holders, whether maltsters or not, are on the anxious seat, as it is uncertain just how much there is here, and it cannot be told how much of it is checked out for shipment. An accounting is promised in a few days and then the maltsters will know pretty well how much they must bring in by rail to give them what they need this winter.

There is next to no Kansas wheat here this winter and dealers say it is hard to get. Then it sells at about 5 cents over red and white winter and that is a bar to the trade. Of course it is used mostly as a substitute for spring wheat, but this market has never been able to sell much spring wheat, tho Buffalo millers use more of it than any other milling center in the country outside of Minneapolis.

The review of the year's doings and the outlook, is usual at this time, the Buffalo grain market is about on its old footing, having gone through the money stringency unruined, tho suffering from a falling off of demand, the feed market showing much the greatest fluctuation on account of it, grain as a rule remaining steady and moving at a fair rate. In fact it is remarkable that grain held its own as it did and returned to about normal transactions so soon.

It is generally made reason for complaint that the city banks did not stand by the grain trade as they should and that they are hardly doing so yet. Capitalists who are acquainted with both the grain trade and banking are still saying that a foolishly over-cautious course was pursued by the banks, when it was well known that they had plenty of money. Scarcely any property can be turned into money so quickly as grain hence the banks might have done much better by themselves as well as promoted the grain trade by pursuing a more liberal policy.

The effort of grain inspectors generally to use a moisture test in making inspections does not seem to gain in favor very fast. Chief Inspector Anderson said the other day that the test was easy, but it

was hard to get up rules that all markets would adopt. A dealer said rather scornfully not long ago that it was hardly worth the while anyhow. The consumer was not so very eager to know such things, especially when he will buy out hulls and any other rubbish and pay a big price for them as feed. As well tell a man how much cotton and how much linen he has in his collars.

There have been two rather bad failures during the year, that of James H. Rodebaugh being of the sensational sort, as it ended with his tragic and unexplained death and left both his grain trade and his feed and transfer mill stranded. An effort to sell the mill has been made, but in vain. The money obtained by selling the grain in the mill eltr. is now claimed by two parties. Rodebaugh's death will likely remain a mystery unless some new facts are brot out by the suit to collect his accident insurance. The companies refused to settle on the ground that he committed suicide and the time limit for bringing suit does not expire till January, though he died on the 9th of August.—J. C.

NORTH DAKOTA.

Kelso, N. D.—The farmers at this place are talking of organizing a farmers eltr. company.

Oberton, N. D.—The farmers at this place held a meeting recently for the purpose of organizing a Farmers Eltr. Co.

Grandin, N. D.—J. Hallock, who has been agent for the Duluth Eltr. Co., has moved to Fargo, where he will remain for some time.

Mohall, N. D.—Storekeepers put a track buyer on the street to boost the price of grain, and the eltr. men threaten to put in a general store.

Landa, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$10,000; incorporators, John Martinson, Andrew R. Taralseth, Carl M. Tolstad and others.

Grand Forks, N. D.—The St. Anthony & Dakota Eltr. Co. has won its suit against I. Dawson and others for \$500, involving payment for mortgaged grain.

Hatton, N. D.—Cars were very scarce the first part of the fall, but after Nov. 1, we have had plenty. Forty empties have stood on track here a week.—A. A. Lee.

Bowbells, N. D.—An attempt was made to burn one of the eltrs. at this place recently, but the fire was discovered in time and extinguished. No damage was done.

Hazelton, N. D.—F. P. Wernli, who has bot grain for the Lyons Eltr. Co., at this place for the past 14 months will succeed A. S. Betzer, as manager for the Hazelton yards.

Brocket, N. D.—F. G. Enger's eltr. at Ames Siding, was closed Dec. 1 for the winter. Carl Smedstad was the buyer. He has now taken charge of the eltr. here for the Farmers Eltr. Co.—A. A. Lee, Hatton.

Hensel, N. D.—The Thorpe Eltr. Co. has built a new 20,000-bu. eltr. here this year, making a total capacity of 60,000 bus. at this station. The company has also installed a 10-h. p. engine.—W. W. Whipple.

Adams, N. D.—T. H. Midbo has resigned his position as grain buyer at the eltr. of H. E. Braum. Mr. Midbo has left for Hunters Hot Springs, to recuperate. Mr. Braum will take entire charge of the eltr.

Tunbridge, N. D.—Carl J. Ryding of this place was married to Miss Amelia

Jennings at the home of the bride's parents, Dec. 4. Mr. Ryding has been agent for McDermont & Broderson for the past two years.

OHIO.

Toledo, O.—The Toledo Salvage Co. has bot a U. S. Moisture Tester made by the Hess Warming & Ventilating Co.

Columbus, O.—The grain committee of the Columbus Board of Trade has appointed A. R. Shannon as grain inspector.

Circleville, O.—The Ohio Cereal Co. has been supplied with a U. S. Moisture Tester by the Hess Warming & Ventilating Co.

Troy, O.—The Allen & Wheeler Co. is sending out the most beautiful milk maiden yet discovered and she takes with her an attractive wall calendar for 1908.

Elroy, Ansonia P. O., O.—We have built an eltr. with a capacity of 21,000 bus. at Elroy, and commenced taking in grain Dec. 9.—The Elroy Grain Co., J. W. Miller, mgr.

Antwerp, O.—The Farmers Eltr. Co., incorporated, capital stock \$15,000; incorporators, E. C. Edgerton, A. M. Court-right, J. W. Syphers, William Messman and John Stoner.

Cleveland, O.—The Cleveland Grain Co. and the Union Eltr. Co. both have recently equipped themselves with the Hess U. S. Moisture Testers made by the Hess Warming & Ventilating Co.

Cleveland, O.—J. E. Heniken, formerly a deputy inspector at Chicago, has succeeded V. L. Nigh as chief grain inspector at this city. Mr. Nigh is now general superintendent of eltrs. for the Cleveland Grain Co.

Toledo, O.—The probate court has granted A. W. Boardman, executor of the estate of J. J. Coon, permission to sell 125 shares of stock in the East Side Iron Eltr. Co. at \$300 per share. The par value is \$100.

Ohio dealers will be pleased to learn that the Myers & Patty Co. of Pleasant Hill has secured a judgment for \$2,500. against the C. H. & D. R. R. for discrimination in the distribution of cars. For particulars see "Letters" this number.

Orville, O.—Fred Rohfeus, 45 years old, was whirled about a shaft in a grain eltr. here Dec. 13 and fatally injured. Both legs and one arm were fractured. Chas. Lacey, a fellow workman, stopped the machinery when attracted by the noise.

Cincinnati, O.—H. N. Christy, of H. N. Christy & Co., died at his home in Delhi, Dec. 13, after a short illness. He was 66 years old. He was in the grain business 35 years and was a member of the Chamber of Commerce. A widow, two daughters and two sons survive him.

Columbus, O.—In its second annual report recently filed with the governor the Ohio Railroad Commission recommends the enactment of a statute authorizing it to require physical connection between railways for the interchange of cars, where roads come near together.

Van Wert, O.—The Pierce Grain & Hay Co. has complained to the Ohio Railroad Commission of the lack of interchange between the Big Four and Pennsylvania roads. The roads refuse to switch cars to and from the eltr., which is on the Big Four side track, to the connecting line.

Greenville, O.—The Western Ohio Grain Dealers Ass'n held an election Dec. 3. J. Rowe of Verona, O., was elected

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

More of these machines sold than all other warehouse elevators combined. *This proves their worth. Time and Labor Savers.*

BUY ONLY THE NEW ERA.

Write us for further information
Sidney Elevator Mfg. Co.
SIDNEY, OHIO



The "UNIVERSAL"
Patented

BELT STRETCHER

stretches Elevator Belts to perfection. Instantly applied. "Its clamps can not slip nor mar the Belt."

No wrenches nor loose tools required.

Made of High Grade Malleable Iron and Steel

Saves Time, Labor and Money

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Made in Three Sizes:

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"Your money back if you want it."

MILLER MFG. CO.

400 N. High Street

MUNCIE, INDIANA

"The per cent of loss saved by the '1905' over the 'Old Cyclone' is from 71½% to 80%. These losses are due to dust collector friction and take into consideration nothing but the Collector."—*The Mechanical Engineering Dept., University of Michigan.*



THE
"New
Cyclone
1905"

Manufactured Exclusively by

The Knickerbocker Co.
JACKSON, MICH.

pres., J. E. Leas of West Manchester, O., treas., and C. L. Northlane of Union City, Ind., secy. Very little work is being done in the Ass'n here. There is no fight and matters seem to be running along reasonably smooth.—E. A. Grubbs Grain Co.

Columbus, O.—A committee of three from each body to act jointly on legislation is being arranged by the Ohio Grain Dealers Ass'n, Ohio Shippers Ass'n, Ohio Coal Dealers Ass'n, and Ohio Millers Ass'n. The joint committee will thoroughly consider all bills introduced in the coming legislature, and will make suggestions in regard to amendments to the Ohio railroad commission law.

Toledo, O.—James Hodge, of the Paddock-Hodge Co. and the Toledo Field Seed Co., has decided to retire after having been engaged in the grain business for 30 years. He will take an extended vacation trip in the south before taking up his other interest. The Paddock-Hodge Co. will continue under the old name. A son of F. C. Paddock has started to learn the business.

Columbus, O.—One of the frauds committed by Geo. E. Thompson, B. & O. Ry. clerk, who is now in jail, involved four cars of wheat shipped by McCord & Kelly to E. W. Bassett at Newport News for export. After Bs/L had been issued in the proper manner Thompson diverted the grain to H. M. Strauss & Co. and Abel Bros. of Cleveland, with instructions to send the money to him by express to Columbus, which they did. He then disappeared.

Toledo, O.—Our receipts of corn the week ending Dec. 21 were 126 cars, all new but one. Of the 125 new, 2 were ear. There were two of No. 2 yellow and 30 of No. 3 yellow, making 32 cars or 26 per cent contract; 37 cars or 30 per cent were No. 4, including 16 cars No. 4 yellow, 18 No. 4 white, and 3 No. 4 mixed; 2 cars were No. 2 mixed and 13 No. 3 mixed; 20 cars or 16 per cent were sample; 19 cars equal to 16 per cent were No. 3 white. Of the total, over 53 per cent were No. 3 grade or better.—*Daily Market Report*.

Cincinnati, O.—The Cincinnati Grain Co. is involved in considerable litigation. First the Cincinnati Grain Co. brot suit against the Sidney Grain & Milling Co., of Sidney, O., to recover \$60 alleged to be due on the sale of a car of wheat that defendant diverted in transit and sold to another because of the return of draft unpaid by first purchaser. Then A. L. Lancaster sued the Cincinnati Grain Co. at Kenton, O., for \$250 alleging that he had shipped 5 carloads of hay that defendants had refused to accept. Lastly, John Anderson on Dec. 18, brot suit for \$500 damages because the defendant had held his property for a week on an attachment secured by Milton Frost in Magistrate Lampe's court at Cincinnati.

The Agricultural Special to be run by the C., H. & D. R. R. Co. on Jan. 2, 3 and 4, will arrive at Perrysburg at 8:35 a. m., Jan. 2; arrive at West Milton at 8:45 a. m., Jan. 3, and arrive at Batson at 8:30 a. m., Jan. 4. Times of arrival at other stations are, first day: Tontogany 9:25, Bowling Green 10:05, Tontogany 10:45, Weston 10:55, Deshler 11:45, Columbus Grove 12:50 p. m., Wapakoneta 1:55, Sidney 3:00, Troy 4:15. Night meeting on train or in hall at Tippecanoe City from 7:30 to 8:30 p. m., train to run from Tippecanoe City to Dayton, where the night will be spent. Second day, Jan. 3: Leave Dayton 8:00 a. m., arrive West Milton 8:45, Pleasant Hill 9:30, Versailles 10:25, Yorkshire 11:10, Monte-

suma 12:10 p. m., Mendon 1:25, Spencerville 2:20, Ottoville 3:25. Train will be backed to Delphos, where night meeting will be held on train or in hall at 7:30 p. m. Third day, Jan. 4: Leave Delphos 7:00 a. m., arrive Batson 8:30, Haviland 9:20, Grover Hill 10, Cloverdale 11, Ottawa 12 noon, Gilboa 12:55 p. m., Ottawa 1:40, Leipsic 1:50, Toledo 4:20 p. m.

OKLAHOMA

Welch, Okla.—H. B. Campbell, grain and hay dealer, is sending out attractive wall calendars for 1908.

Kildare, Okla.—I have sold my eltr. and grain business here to the Conklin Grain Co.—A. C. Dugan.

Frederick, Okla.—The Farmers Grain Co., incorporated, capital stock \$5,000; incorporators, A. E. Edwards of Manitou, A. F. Polk, H. S. Hair and J. J. Smith of Frederick.

Guthrie, Okla.—The State Corporation Board on Dec. 20 gave orders for a 50 per cent reduction in rates on grain and hay, after a hearing to be held Jan. 19.

OREGON.

Albany, Ore.—E. A. Johnson, who now operates a mill at Drain, and P. B. Marshall, who has been sec'y of the Albany Farmers Co., will establish another flour mill here. They have bot the three warehouses of the Albany Farmers Co., at Albany, Tallman and Tangent, and in addition to carrying on a warehouse business will operate a flour mill in one of the local houses.

PENNSYLVANIA.

Latrobe, Pa.—J. J. Pepperday has closed his eltr. and will retire.

Philadelphia, Pa.—The Pennsylvania R. R. notified the Commercial Exchange Dec. 12 that two new barges of 30,000 bus. capacity each would immediately be put in service at the Girard Point Eltrs., making a total capacity of 220,000 bus. in five barges, and considerably improving the facilities for exportation of grain. The Exchange is glad to get the new barges, but will continue the agitation for a new eltr.

PHILADELPHIA LETTER.

The B. & O. R. R. will promote a new steamship line between this port and England.

The high price of coal has taken off some of the foreign trans-Atlantic liners, but this curtailment is only regarded as temporary.

Extensive preparations are quietly going on for the chasing out of the old year, and the annual package war, interspersed with music and bladder banging promises to surpass all previous efforts.

Milton Shive, the well known grain broker, who fractured his knee cap several months ago, made his appearance on the grain floor several days ago sandwiched between a cane and a crutch, receiving a cordial welcome from his friends.

The McCumber national grain inspectors bill finds very little favor with the grain trade here and it will be opposed by some of the leading grain interests, the theory being that official inspections should be under control of the grain men and not politicians.

Lightning rods are already being put in position for chances on the official election storm, the ballots of which will fall soon

after the new year. Those whose terms will expire are Pres. James L. King, Vice Pres. Edmund E. Delp, Treas. Samuel C. Woolman and 6 directors. Sec. Lawrence J. Logan and Assistant Henry E. Tumely will in all probability be reappointed.—S. R. E.

Three large modern steamships beginning in February to compete for the export grain trade, and will ply between the Snyder avenue wharves this city and Avonmouth, England, in the interest of the Baltimore & Ohio R. R. as a competition of the Pennsylvania R. R. system.

After a lively meeting in which 130 prominent business men were present a Traffic Club was organized here in the Bourse to be conducted on lines similar to organizations of that class in all of the leading cities to bring together in harmony the best interests of shipper, traffic, railroads, carriers and consumers.—S. R. E.

SOUTH DAKOTA.

Arlington, S. D.—Hewett & Connor's eltr. is about completed.

Leola, S. D.—Carl Rust is the new grain buyer for the Pacific Eltr. Co.

Tabor, S. D.—Farmers in this vicinity are organizing a Farmers Eltr. Co.

Canova, S. D.—J. T. Scroggs has bot the eltr. of A. A. Truax. He has retained Wm. Schmitz as agent.

Elk Point, S. D.—The recently organized Farmers Co-operative Eltr. Co. has bot the eltr. of the Crill Grain Co. for \$8,000. It has a capacity of 40,000 bus.

Sheffield Sta., Yale P. O., S. D.—The State Railroad Commission on Dec. 18 decided that the Great Northern must grant Steele Bros. a site for a grain eltr. on its tracks at this station.

Mitchell, S. D.—At the annual corn show, which was very successful, the South Dakota Corn Growers Ass'n elected H. C. Warner of Forestburg, pres., and C. E. Twamley of Alexandria, secy.

Armour, S. D.—The suit by E. H. Bents against Wait & Dana to recover \$10,000 damages has been dismissed by the circuit court. He bot grain for the firm, and alleged that he was a third owner in their houses.

Wallace, S. D.—Ostroot Bros., of Lake Preston, have bot the eltr. of McKee & Minthorn with J. L. Owens, agt. E. W. Ketcham, of Madison, S. D., has bot the Independent Eltr. Co.'s eltr.—E. D. Merssemar, agt. Great Western Eltr. Co.

SOUTHEAST.

Elkins, W. Va.—The Elkins Mfg. Co. recently equipped its plant with scales furnished by the Standard Scale & Supply Co.

Charlestown, W. Va.—The Elk Produce & Mfg. Co. recently purchased a complete equipment of scales and trucks from the Standard Scale & Supply Co.

Suffolk, Va.—Admirers of Gen. Robert E. Lee, both North as well as South, will be pleased to receive one of the 1908 calendars sent out by the Suffolk Feed & Fuel Co., bearing a fine steel engraving of the hero of the Lost Cause.

Montgomery, Ala.—The most beautiful young lady, who has called on the grain dealers of the Southeast for a long time is attired in a bewitching red gown and naturally gets and holds the attention of all. Now do not waste your time looking for her, because you will not see her until the United Selling Co. send you one of their 1908 wall calendars.

James H. Rhodes & Company
117 E. Kinzie Street
Chicago, Ill.

site near the Great Northern railroad. It will have a capacity of 40,000 to 50,000 bus., and will cost from \$6,000 to \$9,000. W. B. Estes is interested.

WISCONSIN.

Superior, Wis.—Two women caught sweeping cars recently were fined a second time for the offense.

Superior, Wis.—Memberships in the Board of Trade have advanced \$200 since the settlement of the inspection fight.

Milwaukee, Wis.—John Thauer, of Watertown, Wis., has been admitted to membership in the Chamber of Commerce.

Colfax, Wis.—O. G. Kinney has bot the eltr. and warehouse of the Colfax Store Co., and took possession Dec. 16.

Milwaukee, Wis.—It is rumored that the Van Dusen-Harrington Co. of Minneapolis is to resume trading on the Chamber of Commerce.

Milwaukee, Wis.—Fagg & Taylor have equipped themselves with one of the U. S. Moisture Testers made by the Hess Warming & Ventilating Co.

Superior, Wis.—Engineers of the Soo road are staking out the site of the proposed large eltr. to determine the amount of filling necessary for the foundation.

Superior, Wis.—Chas. Lull is believed to have cleared over \$100,000 on his investment of \$22,000 in the grain from the burned eltr. of the Great Northern road.

Superior, Wis.—Plans for the rebuilding of Eltr. A with steel tank storage are said to be in preparation by the engineers of the Great Northern at St. Paul, Minn.

Milwaukee, Wis.—The Milwaukee Grain & Feed Co., a new organization, has bot the business of the Mueller Molasses & Feed Co., and will spend \$200,000 on improvements.

Milwaukee, Wis.—Steel eltrs. and conveying machinery is being furnished Bernard Stern & Sons by the Weller Mfg. Co. for their eltr. The American Machinery & Construction Co. is doing the work.

Wausau, Wis.—The H. E. McEachron Co. has recently remodeled and repaired its mill and also installed a grain washer and grain drier with a capacity of 150 bus. per hour. A new cereal mill will also be installed.

La Crosse, Wis.—Henry Peter Muth, a retired pioneer grain dealer of this city died at his home Dec. 12, at the age of 72 years, after an illness of six months with a complication of diseases. He came to America in 1851.

La Crosse, Wis.—The W. H. Pierce Eltr. Co. has amended its articles of incorporation to provide that the company shall have a lien upon the certificates of stock and property of its members for indebtedness owed by the members of the corporation.

Washburn, Wis.—After having been in operation almost steadily for 23 years the large eltr. of the Omaha Road was closed Dec. 6, Nye, Jenks & Co., who had the lease having abandoned this city. It is said the Chicago, St. Paul, Minneapolis & Omaha R. R. Co. contemplates leasing the plant to a grain firm.

Frank F. Reed, official counsel of the Millers National Federation has given an opinion that the new Wisconsin feeding stuffs law is unconstitutional; that the statute is void because it discriminates in its effect between citizens of different states than Wisconsin and citizens of that state, and also because it distinguishes

and discriminates between certain vocations and persons engaged in those vocations and all other persons.

MILWAUKEE LETTER.

Memberships in the C. of C. are selling at \$200.

John Theaur, of Watertown, has been elected a member of the Chamber.

New corn is now being sought by buyers. Some difficulty is being had by receivers in distinguishing old from the new.

Pres. Johnson of the C. of C. has been forced to give up business and journey south, owing to bronchial trouble.

H. Jahns, Jr., is now the Milwaukee representative of Young & Nichols of Chicago and the Goemann Grain Co.

J. G. McClintock, general agent of the Western Transit Co. in Milwaukee, and a member of the Chamber of Commerce, died Dec. 15th, aged 65 years, after an illness of several weeks.

Upon recommendation of Senator La Follette Capt. Fred'k H. Magdeburg, a veteran of the civil war, proprietor of the Gem Mills, this city, has been appointed pension agent to succeed E. D. Coe. He will assume his duties Jan. 1st.

Deliveries of No. 3 white oats at a reduction of 5c per bu., on Standard oat contracts, when Chicago warehouse receipts are delivered in this market, is now permissible, by the amending of Rule 11, section 1, by the board of directors at a special meeting.

Encouraging reports that the necessary appropriations for harbor improvements at Milwaukee will be made by Congress at this session, have been given out by Congressman Cary. Thus far no opposition has been encountered and he looks for the measure to go through safely.

Compared with a corresponding time last year, shipments from this port thus far are slightly increased. With the exception of barley shipments, all other grains show an increase. Barley shipments at this time total 6,866,742 bus. while those of last year totaled 8,387,060 bus.

Commission merchants report increased receipts for the last two weeks, and are enjoying a liberal run of business. Notwithstanding the daily run is far below the customary average for this period, there has been a lack of competition which has served to maintain previous prices. In some instances, however, sales of low grade barley have been at a small drop—two to three cents on an average. The effect of the large "to arrive" sales during September is now being felt and at times, sellers are glad to have buyers bid.

Acting on instructions from the Board of Directors, Secy. Langson has directed a letter to Senator McCumber, the booster of Federal Grading of Grain, in which he sets forth the fact that this body is opposed to the idea for the reasons embodied in the resolutions adopted by the Chicago Board of Trade. The movement for uniform grading appears to have been instigated in behalf of foreign buyers, and this fact was probably recognized by the last Uniform Grade Congress which adjourned without accomplishing anything. Inequitable conditions would result if the proposed system should be adopted, for the reason that the grower of the better grade of grain would not be given the proper grading of his grain compared with the grower of the poorer grade, from the fact that the various varieties would not

be graded according to the commercial value.

Rule 32, section 8, has been amended by adding the following: "from date on which such advances are made to and including the day on which consignments are unloaded;" and the section now reads as follows: Section 8: "In addition to the above (the existing rates of commission) there shall be charged such expenses as are necessarily incurred in caring for the property and guarding the interest of both the consignor and consignee, including interest on advances at not less than 6 per cent per annum from date on which such advances are made to and including the day on which consignments are unloaded. And when the amount of interest which accrues on any current account for any calendar month shall not exceed fifty cents, such interest may be waived."

At a special meeting of the Bd. of directors, section 11 of Rule 11, was amended by adding the words: "if it can be shown that the buyer is responsible for the delay in unloading," and the rule as amended now reads: Section 11. "In case the weight of any car load of grain or seeds which has been sold for delivery on track or at any elevator, mill, malt-house or other designated place of delivery, or for transfer or re-shipment, is not furnished to the seller and payment made therefor, within seven days from the date of the ordering of the car to the designated place of delivery, the seller shall be entitled to collect from the buyer the approximate value of the contents of the car, based upon the marked capacity thereof, at the price at which the property was sold if it can be shown that the buyer is responsible for the delay in unloading; and upon such payment being made the title to the said grain or seeds shall vest in the buyer, subject to immediate settlement of difference between the parties according to actual weights when unloaded."—Slits.

Build Your Own Business.

If you wish to succeed in the commercial world, improve yourself and make your work better; produce a better product, but say nothing whatever against your competitors. To antagonize others is to produce disorder in your own mind, and no mind can do its best while in such conditions. Therefore, to antagonize, criticize or tear down, is to keep yourself down. To build yourself up you need all your energy for the building process, you cannot afford to waste any of it in trying to destroy the prospects of others.—Eternal Progress.

Imports and Exports of Hay.

Imports of hay for the 10 months prior to Nov. 1 have been 41,421 tons, against 60,090 tons for the corresponding period of 1906.

Exports of hay for the ten months prior to Nov. 1 have been 58,827 tons, against 56,958 tons for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

The National Council of Commerce completed its organization at Washington, D. C., Dec. 8. Secy. Straus of the Dept. of Commerce & Labor called the meeting, to exchange ideas on the promotion of foreign and domestic commerce.

Supreme Court Decisions

Waiver of Landlord's Lien.—That a landlord permits a tenant to sell a portion of crops in the market, without objection, is insufficient to authorize a conclusion that he has waived his lien on the entire crop.—*Antone v. Miles*, Court of Civil Appeals of Texas, 105 S. W. 39.

Loans for Gambling Purposes.—The lender of money to be used in an illegal purchase of stocks on margins, without any intent that any stock should be actually delivered, cannot recover the money loaned from the borrower.—*Gibney v. Olivette*, Supreme Judicial Court of Massachusetts, 82 N. E. 41.

One Having Interest Cannot Claim Lien in Crop.—Ownership and a lien are inconsistent interests, and cannot exist together in the same person as to the same subject-matter, and so a landlord cannot at once claim a crop lien and an interest in the crop.—*Antone v. Miles*.—Court of Civil Appeals of Texas, 105 S. W. 39.

Futures Contract Not Gambling.—A contract made in good faith for the actual sale of grain deliverable within a specified time in the future is not a gambling transaction, within Hurd's Rev. St. Ill. 1905, pp. 698-700, prohibiting gambling transactions in grain or other commodities for future delivery.—*Zeller v. Leiter*, Court of Appeals of New York, 82 N. E. 158.

Reasonable Time for Removing Freight.—Where a car was not set out for removal of the freight till 6 o'clock in the evening of a winter day, and it was destroyed by fire eight hours later, it cannot be said the consignee had had reasonable time for removal of the property, so as to relieve the carrier of liability for its destruction.—*Scott County Milling Co. v. St. Louis, I. M. & S. Ry. Co.* St. Louis Court of Appeals, Missouri, 104 S. W. 924.

Notice of Arrival of Freight.—Where freight does not arrive at its destination on time, for this reason, as well as because the B/L provides for notice, notice of its being ready for delivery is necessary to relieve the carrier of liability for its destruction by fire, though there has been a reasonable time for its removal after it was ready therefor.—*Scott County Milling Co. v. St. Louis, I. M. & S. Ry. Co.* St. Louis Court of Appeals, Missouri, 104 S. W. 924.

Mortgage Void on Replanted Crop.—A valid mortgage cannot be made of a crop which has no actual or potential existence at the date of the mortgage. Therefore, where a mortgage was given on a crop planted at the date of the mortgage, but which crop was subsequently destroyed by natural causes, and a new crop planted, the lien of said mortgage did not attach to any portion of the new crop.—*Hall v. State*, Court of Appeals of Georgia, 59 S. E. 26.

Damages for Telegraph Company's Error.—Where a person bought flour on the faith of an erroneous telegram in which it was offered at \$4.30 per barrel, instead of \$4.60 as intended by the sender, and afterwards had to pay the higher price for the same flour, the measure of damages for which the telegraph company is liable is the difference between the market value and the price stated in the message.—*Bowie v. Western Union Telegraph Co.* Supreme Court of South Carolina, 59 S. E. 65.

Application for Cars.—A written application by a shipper to a carrier for a freight car to be furnished within two days is not a compliance with rule 9 of the Corporation Commission, requiring carriers of freight to furnish cars within four days upon application in writing therefor; and hence a carrier to whom such application was made incurred no penalty for failure

to comply therewith.—*McDuffie v. Seaboard Air Line Ry.* Supreme Court of North Carolina, 59 S. E. 122.

Right to Stop in Transit.—The right of stoppage in transit arises only in case of the consignee's insolvency; and where the consignment was to effect a sale on credit, in the absence of an averment of facts sufficient to support the exercise of the right, a complaint against a carrier for failure to obey direction for stoppage to goods is demurrable.—*Oppenheimer v. Wells, Fargo & Co.* Supreme Court of New York, 106 N. Y. Supp. 547.

A cropper's contract, whereby one agrees to cultivate the land of another and is to receive as compensation therefor a share of the crops grown, does not create the relation of landlord and tenant. Except where it is otherwise provided therein, such a contract grants possession of the land only as an incident to the work that is to be performed, and confers no general right of occupancy of and control over the land cultivated.—*Moore v. Linn*. Supreme Court of Oklahoma, 81 Pac. 910.

An Echo of the Leiter Deal.

The court of appeals of New York on Oct. 29 reversed the judgment of the supreme court, appellate division, in the suit by William F. Zeller against Joseph Leiter to recover on a promissory note made Dec. 15, 1898, for the payment of \$52,021 to the order of Allen, Grier & Zeller Co.

The court of appeals decided that the lower court had erred in refusing to permit Mr. Leiter to testify as to a conversation he had with a member of the firm, tending to show that their intention was the same as his, to settle on differences, and not to call for the wheat on the call contracts nor to tender the wheat on the put contracts. On account of this erroneous ruling Mr. Leiter has been granted a new trial.

Judge Willard Bartlett said: "The conversations between the parties to a contract which is alleged to have been of this objectionable character must always be material evidence as to the true nature of the transaction, as appears by the opinion of the Supreme Court of Illinois. Not only so, but the intention of the parties may be established, not merely by their assertions, but by all the attending circumstances of the transaction. The question of intention is a question for the jury, or for the court, to be determined by a consideration of all the evidence. The intention of the parties in such cases may be determined from the nature of the transaction, and from the manner and method of carrying on the business. * * * It makes no difference whether the real intention is formally expressed in words or not, if the facts and circumstances in proof show that it was the real understanding that there should be no actual purchase and no delivery or acceptance of the property, involved in the contract, but merely an adjustment of damages upon differences." 82 N. E. 158.

Exports of Glucose, Corn Oil and Cake.

Exports of glucose during the ten months prior to Nov. 1 have been 132,282,822 lbs., against 159,002,189 lbs. for the corresponding months of 1906.

Corn oil cake exported during the ten months prior to Nov. 1 amounted to 52,617,937 lbs., against 44,898,575 lbs. for the corresponding period of 1906.

Corn oil exports during the ten months prior to Nov. 1 were 3,029,118 lbs., against 3,269,636 lbs. for the corresponding months of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

KANT SLIP Car Mover

Address: P. H. JACOBUS, Millstadt, Ill.



THE ATLAS CAR-MOVER

Manufactured exclusively by

The Appleton Car-Mover Co.
Appleton, Wis., U. S. A.

Is decidedly the best and most powerful Car-Mover on the market, and supercedes all others wherever introduced. Try an "ATLAS." It will pay for itself in a few hours' use.

Liability, Accident & Credit INSURANCE

London Guarantee and Accident Co.
Limited

Head Office, Chicago, Ill.

HERE IT IS!



That Friction Jaw Clutch you have wished for but have never seen.

One that won't slip when oiled. Starts machinery without jar or jolt.

The machinist who installs this clutch doesn't need to wonder whether it will take hold or not.

HE KNOWS. This clutch is a positive drive at a practical price.

\$10 to \$30

Thirty days' trial to convince you.

Standard Mfg. Co.

SIDNEY, OHIO

Construction of Distillate and Kerosene Engines.

Much has been written in the past covering the theoretical as well as the practical experiences of experimenters and users of the distillate, kerosene and lower grade combustion fuels. Our experience is based on twenty years of continuous experimenting and improving along the lines of developing an engine that would give perfect service on an inexpensive fuel. To the inexperienced, the present low grade fuel engine is a matter of statements, or claims by builders, but to those who are in position to know, the results have long proven the fact that the construction of the engine alone is responsible for good or bad service.

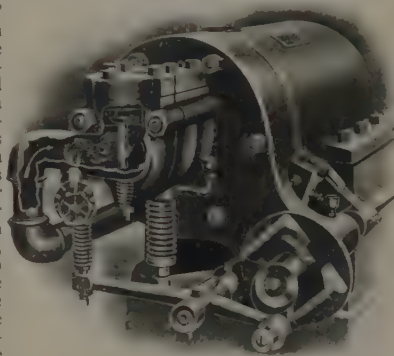
"In improving the Witte Engine to accommodate the use of low grade fuel," writes E. M. Tucker of the Witte Iron Works Co., "our first experiments were along the line of ascertaining the condition under which low grade oils will properly explode. Anyone knows that a quantity of gasoline, kerosene or distillate when placed in the open vaporizes differently. The temperature affects them differently, and the deposit increases as the grade of oil is lowered. Gasoline or high grade oil when exposed to the air immediately expands and gives forth an explosive vapor, but kerosene, distillate, alcohol, etc., must be heated in order to expand and give forth an explosive charge. This fact ascertained, we have improved the Witte Engine to cover the simple plan of properly heating and mixing the charge prior to its entry into the explosive chamber.

"Illustration A shows a sectional view of the engine construction. When changing from one grade of fuel to another, it is necessary to arrange the compression accordingly. Oil that does not vaporize quickly requires a much higher compression. This we obtain on the Witte engine by increasing the length of the connecting rod, the adjustment of which is clearly shown screwing it back and forth to give it the required compression.

"It is also necessary to prevent the accumulation of any dead gas in the cylinder and for this reason, as shown in A, the interior of the cylinder head is made bowl shaped in the end, avoiding all corners and doubling the amount of water circulation around the exploding chamber. The temperature is thus kept normal to meet that grade of fuel used.

"The heating of every charge of fuel, as explained before, is necessary to expand properly. In illustration B is shown

the valve system. The fuel valve is directly operated by the governor. A fresh charge of fuel is taken at each outward stroke of the piston. This fresh clean air lifts the charge of fuel as it passes over the fuel valve, carries it up through the air valve, then over the warm exhaust valve into the engine. The passing of this charge over the exhaust valve heats it. It is then expanded, and when entering the cylinder head is in condition whereby it is immediately fired by the electric spark. By convenient arrangement the caps from over the valves can be removed quickly. The valve can be readily re-ground and as each and every one is vertical there is no wear on the side of the stem, but wears even around the entire valve seat.



B.—Valve Motion.

"By this system of feeding the fuel, heating the charge before it enters the cylinder, properly compressing it by an adjustable connecting rod, and by immediately driving out the dead charge with all deposit this engine has proven successful in the use of low grade fuels.

"Ninety per cent of the Witte engines shipped to California, Nevada, Arizona, New Mexico, operate on distillate. In old Mexico, distillate and alcohol are used. In southern California low grade colingo oil is used.

"No equipment is necessary in changing from gasoline to distillate, etc., other than the addition of such tanks and connections as are necessary to hold the fuel. The same principle applies to the use of manufactured, producer or natural gas, as the generating principle has a corresponding effect on dry gas as it would

on the vapor, the construction in all cases being practically the same."

Supply Trade

Caldwell & Son report that in common with most every manufacturer in this country they have had an exceptionally good years business.

The Foos Gas Engine Company has purchased the business, patterns and other property belonging to the defunct Marinette Gas Engine Co.

The creditors of the J. Thompson & Sons Mfg. Co. have instituted bankruptcy proceedings against them and J. W. Ferguson has been appointed receiver.

The capacity of the scale said to be the largest automatic scale ever made, sold recently by the Strong-Scott Mfg. Co. to the Washburn-Crosby Co., of Minneapolis, was erroneously stated in this column Dec. 10. The scale is a Richardson of a capacity of 12,000 bus. per hour.

That a demand by laborers for a "closed shop," or that no person not a member of their union, should be employed therein, is contrary to public policy, was the recent decision of the United States Circuit Court for the Southern District of Ohio in the suit by A. R. Barnes & Co. v. Berry, reported in 156 Federal, page 72.

The Younglove Construction Co. has rented large quarters at 315 Pearl street, Sioux City, Ia., where it will be well equipped to care for its increasing business. A line of elevator supplies will be put in for the accommodation of its many patrons in the immediate territory. The business will be continued at Mason City until February.

The Standard Scale & Supply Co. has recently completed the erection of two Railroad Track Scales, each of 200,000 lbs. capacity and equipped with recording beams for Guckenheimer & Co. at their Freeport and Montrose, Pa., plants. The company has also secured orders from the Southwestern Cotton Oil Co. for 16 "New Way" Gas Engines to be used at its various plants in the South.

You may carry the Red Dwarf ink pencil up side down, side ways or in any other way in your pocket and the ink won't spill out of it, says the manufacturers. This unique "ink pencil" as it is called, has proved a great convenience to grain dealers who have used it, for while it may be handled like a pencil it still writes with ink and for all intents and purposes fulfills the function of a fountain pen.

Advertising is not expense; it's economy for both seller and buyer as the one who advertises sells more machinery or service for less money, on account of it. The man who doesn't advertise pays for the advertising of his competitor because his competitor advertises and gets the trade he could have if he would employ the same method. That's not theory, it's a fact and the successful men in business to-day are advertisers who prove it.

It is fashionable, during times of industrial depression, for an advertiser to "draw in his horns." But why should he? People do as much, or even more, reading during just such times, and, on account of general trade weakness, they are more impressed by the contrast of strong advertising. It is probable also that one's competitors will slacken their advertising.



A.—Sectional View.

When one man in a race goes to sleep it is a mighty good time for the other man to keep on and win.

The purpose of this column as our readers know, is to concretely describe machinery and reflect conditions generally, existing among those various firms which supply the grain trade. Notwithstanding the slight check to business by the money stringency every firm advertising in the Journal reports unprecedented business for 1907, and without exception they recognize the outlook for 1908 as particularly gratifying.

Do you know why a salesman gets more salary than an operative? Because the problem of distribution is more difficult than that of manufacturing. Because it is harder to sell a thing than to make it. Because if you want to make a thing, no one will put a straw in your path, but when you try to sell it, there seems to be a conspiracy against you. Advertising is really one of the departments of distribution. It informs the customer of your goods, and if successful awakens a desire for them.

Business during 1907 has been 25% greater than for any previous year in the history of the Weller Mfg. Co. During the entire twelve months the company has been running full time and capacity, and has been forced continually to make additions to its plant and equipment. During the coming year the company will place a new power shovel, friction clutch, belt conveyor machinery and some late designs in spouting and turn heads on the market. The company has been working for some time on a new catalog which will be ready for distribution about the first of Feb. This catalogue will be especially interesting because it contains numerous views of late machinery installations.

The advertising value of any publication depends upon the *quality* and *quantity* of its circulation, and the influence it wields in the field it covers. Prestige is not acquired in a day, but comes thru proving to its readers its particular value as a medium of interest and instruction. "Paid in advance circulation and prestige" are the forces that make the advertiser money. The close of volume 19 of the Grain Dealers Journal marks the high water mark of its continually increasing subscription list. Prospective advertisers may see subscription list, and be convinced that the Grain Dealers Journal is read by progressive grain dealers who pay in advance for the publication.

The Invincible Grain Cleaner Co. initiates the new year by announcing that it is placing some special machines on the market to do a particular kind of work. One of them is the Mustard Seed Cleaner. The demand for mustard seed as a commercial commodity and the demand for a machine that would satisfactorily separate it from other seeds, especially flax, caused the company to manufacture a machine after its own ideas and those who are using the Mustard Seed Cleaner declare it is everything the company claims for it. Whether the mustard seed is mixed with screenings or various kinds of seeds or whether in its natural state with need only of a general cleaning, the machine does the work. Another machine of interest to seed men is the cleaner that will remove buckhorn from clover. This machine cleans clover seed of buckhorn rapidly and efficiently. It is in use in many large seed houses and the users declare they are getting a class of seed now never before known to them.

Books Received

A SUCCESSFUL ALABAMA DIVERSIFICATION FARM is the title of a bulletin by Professors Crosby, Duggar and Spillman, recording an experiment with a 65-acre hog farm in the black prairie region of Alabama, whereby a rotation including corn, winter barley and alfalfa was made to pay a profit of 41 per cent on the valuation of \$20 per acre. This was not an exceptional farm. The method of farming described in the bulletin is applicable to the entire area in which corn, alfalfa and Bermuda grass can be grown, including the black lands of Texas, the river bottoms of Missouri, Arkansas, Louisiana and Mississippi, and the alluvial soils generally of all the Southern states. Bulletin No. 310, U. S. Dept. of Agri., Washington, D. C.

Imports and Exports of Beans.

Imports of beans and dried peas for the ten months prior to Nov. 1 have been 293,124 bus.; against 355,019 bus. for the corresponding period of 1906.

Exports of beans and dried peas for the ten months prior to Nov. 1 have been 334,765 bus. of domestic and 22,881 bus. of foreign origin; against 309,154 bus. of domestic and 35,105 bus. of foreign origin for the corresponding period of 1906, as reported by O. P. Austin, chief of the Bureau of Statistics.

Grain Inspection Beyond Ability of Agri. Dept. Officials.

The grain trade would not willingly see the control of grading placed in the hands of the department of agriculture. Either its head or any of his associates have not demonstrated ability equal to an undertaking of this magnitude. The members of congress are not likely to follow the recommendation of the president with their knowledge of the inefficiency and wasteful methods of the department of agriculture. When that branch of the Federal government shows ability to properly carry out its present duties will be high time to give it control or supervision of the grain trade of the United States.—*Milling News*.

The Rat Question.

This has been difficult to solve, as the ordinary means of exterminating these troublesome rodents are generally also dangerous to poultry, domestic animals, and even human beings. However, bacteriological research, which has done such wonderful work both for the human and brute world in the prevention and cure of disease, has also solved the question of exterminating rats by devising a virus which causes a contagious disease in rats and mice, tho it is harmless to all other life.

The virus is fed to the rodents on bait and is, therefore, extremely easy to use. Users report that there are no unpleasant results in the way of odors or dead rats being found and that premises soon are cleared of rats and mice by an intelligent use of the virus.

The Pasteur Vaccine Co., Ltd., who are the Sole Concessionaires for the United States of the Biological Products of the Institut Pasteur, Paris, France, furnish this virus in two forms—gelatin and bouillon culture—and we strongly recommend that readers obtain their literature, as it will prove of interest to them.



Cover's Dust Protector
Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
124 Perley St., South Bend, Ind.

Establish

the fact that your cars were sealed at point of origin, with a seal that cannot be duplicated. It protects you against loss. Use the **Tyden Seal Self-Locking Car Seal**, bearing your name, and consecutively numbered. The record is easy to keep. Adopted by U. S. Government for inspectors. Price \$3.50 per 1,000, sample free.

INTERNATIONAL SEAL & LOCK CO.
CHAS. J. WEBB, Gen'l Sales Agt.
617 Railway Exchange Building, CHICAGO

You Will Not

be compelled to file claims for shortages if your cars are equipped with

The Kennedy Car Liner

It positively prevents leakage of grain in transit. Further information cheerfully furnished if desired.

FRED. W. KENNEDY, M'fr.
Shelbyville, Indiana

Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of net bus. Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in. Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.

Do You Want

The grain trade news? Then subscribe for the **GRAIN DEALERS JOURNAL**. Twice each month for \$1.50 per year.

Grain Carriers

Interstate Commerce Commissioner Chas. A. Prouty of Vermont has been renominated.

The Chicago, Milwaukee & St. Paul, it is reported, will be extended northward to Cleveland, Minn.

Senator Culberson has introduced a bill penalizing carriers for failure to furnish cars to shippers.

A bill providing for an inland waterways commission has been introduced by Senator Newlands of Nevada.

Ocean freight rates have dropped from 40 to 30 shillings at Portland, Ore., to the great advantage of grain exporters.

The commission of government engineers has reported against the expenditure of \$4,000,000 on a breakwater at Duluth.

Senator La Follette has introduced a bill requiring that railroad freight rates shall be fixed to yield only a fair return on the valuation.

The Oklahoma Central has laid 50 miles of track the past year from Byars to Chickasha, Okla., and is about completing 15 miles more.

The steamers Arthur H. Hawgood and Nottingham, both grain laden, stranded recently in the St. Marys River on the way from Superior to Buffalo.

S. H. Cowen, atty. of the Texas Cattle Raisers Ass'n, has prepared a bill, which he hopes to have introduced in Congress, requiring railroads to interchange cars.

Construction of the Nebraska, Kansas & Southwestern is to begin in the spring. The road has been located for 165 miles between Garden City and Stockton, Kan.

Representative Denby has introduced a bill providing that freight cars shall be returned promptly when empty, under penalty of \$500 fine, or imprisonment of the manager.

The largest grain cargo carried on the Great Lakes was that of the steamer Le Grand S. DeGraff with 421,000 bus. of wheat from Superior, Wis., for Buffalo at the close of the season.

Car supply reports to the American Railway Clearing House show that almost without exception all roads now have a surplus of cars. On Oct. 30 the roads were short nearly 90,000 cars.

The last vessel down from the upper lakes this season was the steamer Yale, which left Duluth Dec. 12 with 200,000 bus. wheat for Buffalo. The charter rate was 3 cents per bu. and the insurance 1 per cent.

The Montana Railroad Commission has announced a reduction by the Northern Pacific in the rate on grain from Montana points to St. Paul, Minneapolis and Superior, from 55 cents to 45 cents per 100 lbs., effective Jan. 7.

The Chamber of Commerce of Rochester, N. Y., is promoting a 12-ft. waterway from Pittsburgh to Lake Ontario, by way of the Allegheny River to Olean, N. Y., over the divide at Cuba and then down the Genesee River past Rochester.

One-half the Lewiston-Riparia extension of the Oregon Ry. & Nav. Co. has been completed. The track must be ballasted before the whole 75 miles to Lewiston, Idaho, can be operated. Considerable wheat is awaiting transportation, and

some of the grain is being moved out on the three boats the company has on the river.

Senator Fulton has introduced a bill amending the rate law to provide that a change of tariff shall not go into effect, when objection is made, until after the Commission has declared it fair. That is sensible and fair to all interests. Work for it.

The New York, New Haven & Hartford road has been joined by the Boston & Albany and the Boston & Maine roads in canceling the per diem agreement with other roads, so that the exchange of cars on this basis has been suspended in New England.

The practice among railroads of repaying advancements made by shippers for the construction of new switch tracks by making a definite allowance on each carload of freight shipped from the plant has been disapproved by the Interstate Commerce Commission.

Thirty-eight vessels having a tonnage of 27,000 were lost on the Great Lakes during the past season. Their value was \$1,692,000; and the underwriters paid many minor and partial losses. The heaviest losses were due to collisions in the connecting channels.

Construction of a deep waterway from Chicago to the Gulf is provided for in a bill introduced by Congressman Davey, authorizing the War Department to co-operate with three water power companies in the improvement of the Desplaines, Illinois and Mississippi Rivers.

A bill giving the Interstate Commerce Commission power to make reciprocal demurrage rules has been introduced in the House by Judge Smith of Texas. Until established otherwise by the Commission the bill places a penalty of \$1 per day per car for delay in furnishing cars to shippers.

A railroad wholly within one state is subject to the Interstate Commerce Act, according to the recent decision of the U. S. Court of Appeals at St. Louis, because it carries goods consigned from a point in another state. The suit was that of the United States against the Colorado & Northwestern.

In reply to an inquiry by G. A. Wells, secy. of the Iowa Grain Dealers Ass'n, the Interstate Commerce Commission has stated that it can express no opinion on the liability of the railroad company to shipper for failure to post copies of tariffs in two places for the public, ruling that the question is one which should be passed upon by the courts.

The Texas Railroad Commission has recently issued orders against nearly all roads in the State, requiring the purchase of hundreds of locomotives and thousands of cars during the next three years, to provide the equipment it deems necessary to handle traffic. The example of the Texas Commission could be emulated by the commissions of northern states with benefit to shippers.

After chartering the steamer Jenkins to carry wheat from Fort William to Buffalo the owner found himself unable to secure insurance on the boat so late in the season and after loading the 225,000 bus. had to tie up at Port Arthur. Under a clause of the mortgage the bondholders of the boat threatened to sell the vessel at auction if it sailed without insurance. The shippers, Norris & Co. of Chicago, have served notice that they will attach the vessel for failure to transport the grain to Buffalo as agreed.

Captain N. E. Shontz of Chillicothe and the stockholders of the Sterling, Dixon & Rock Falls Packet Co. held a conference at Sterling, Ill., recently, with a view to increasing its fleet of boats on the Hennepin Canal. During the last 6 weeks of the season the boats of the company carried on the Illinois River 125,000 bus. of grain, and it is believed practicable to extend its operations along the canal and feeder. Captain Shontz estimates that a cargo of 20,000 bus. of grain can be delivered from Sterling to Peoria within 40 hours after leaving the dock.

Refunds of excessive freight charges from Nebraska points to Council Bluffs, Ia., have been authorized by the Interstate Commerce Commission on the complaint by the Omaha Elevator Co. and the Trans-Mississippi Grain Co. against the Union Pacific Railroad. The Omaha Elevator Co. is allowed \$1,921 and the Trans-Mississippi Grain Co., \$2,089. In compliance with the Nebraska law rates were reduced July 5 from points in the state to Omaha, but were not cut correspondingly to Council Bluffs until Aug. 13. The refunds now authorized are for shipments made during this time; and similar reparation will be made to other shippers.

Rights of shippers to be heard have at last been recognized by the Official Classification Committee in the following notification: The freight rate classification committee for all railroads east of the Mississippi River and north of the Ohio including New England within its jurisdiction, has announced a reversal of past policy with respect to changing of rates that may seem to any of their patrons to promise hardship. In the future a docket of all proposed changes in rates will be issued thirty days before the meetings. If any one finds that these rates threaten injury to his business, he can appear before the committee, which will give him a hearing. This will afford the committee an opportunity to consider the matter before the rate is fixed, rather than after, as has been the practice heretofore.

With regard to the authority of the Interstate Commerce Commission over demurrage Commissioner E. E. Clark says "Section 6 of the act to regulate commerce requires the publication of rates, fares and charges for the transportation of passengers or property, or any services in connection therewith, and Section 15 empowers the commission to determine what regulation or practice in respect to transportation is just, fair and reasonable to be thereafter followed. Therefore, if formal complaint is made to the commission that the charging of demurrage under a certain circumstance or circumstances is unjust and unreasonable, or that it would be just, fair and reasonable to waive demurrage charges under a circumstance or set of circumstances, the commission would have jurisdiction to determine the reasonableness of the practice and regulation and prescribe the just, fair and reasonable regulation or practice to be thereafter followed."

A proposal to make railway reports reliable and intelligible has been addressed to President Roosevelt by John B. Daish, in the form of a law providing that the annual reports of carriers shall be examined and certified to by accountants licensed and certified by the Civil Service Commission. Mr. Daish states that the certified public accountant, using the annual report of the company and having access to the component parts thereof, is able to state concerning the capital account how much and what portion was paid in in cash, how much in property (at

its actual or fictitious value), how much in services, how much good will and how much is considered as value of franchise and the cost of securing the charter; he can also ascertain from the same source whether or not expenditures during the previous year have been charged to either the head of betterments or operating expenses; he can from the same source ascertain the "book value" of the rolling stock of the carrier and as well, the same value of the carriers' terminal and trackage; he can ascertain whether or not the carrier upon his books has charged off depreciation of tangible property or has credited it with appreciation. No such information is at present accessible to the public or, in fact, to the stockholders of the carriers subject to the act to regulate commerce. Such a plan as proposed would not only serve as a basis whereon to determine the elements necessary to be determined in ascertaining the reasonableness of a rate or schedule of rates but would as well strongly tend to reduce the stock of each railway in the market to its proper level.

Leverlock Hopper Scale.

In large terminal elevators the weighman and spoutman often work at cross purposes. The weighman will occasionally dump contents of a scale hopper before the spoutman is ready, or the spoutman will open the lever before the weighman has secured the weight. To overcome this difficulty the levers which work the scale valve are provided with locks.

Mr. Grady, the millwright of the Iowa Elevator at Chicago has designed a leverlock, which is a great improvement over the locks now used. This device gives the weighman absolute control of the dumping, and is simple in operation.

By nailing a heavy block on floor between lever and hopper and providing a weighted wedge, the weighman is enabled to drop the wedge between the lever and block, and thus prevent the lever being moved until all grain has been dropped into hopper and weighed. A rod is provided to pull up and fasten

weight so that it will not interfere with the movement of the lever and the opening of the hopper valves.

Corn Exhibit in Maryland.

Hammond Snyder & Co., who were one of the prime factors that made the initial Maryland Seed Corn Breeders Ass'n exhibit a success when held recently in Baltimore in conjunction with the Maryland State Horticultural Society's annual show, report that the success of the exhibition augurs well for the future, and encourages all who were in any way connected with it in their efforts to build up an interest that will be more than purely local.

While only local exhibitors were eligible to prizes several from outside the state sent in samples of corn, thus giving the Maryland farmer an opportunity to compare his product with that of other states more famous for their cereals.

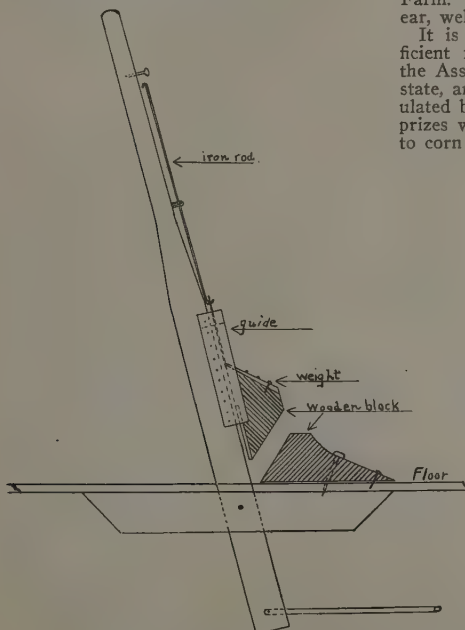
Among the exhibitors were the Saunemin Elevator Co. of Saunemin, Ill., showing samples of "Fulton's Yellow Dent" 120 day corn yielding 45 to 50 bushels per acre; also "Holdridge White Pearl," which was a fine assortment of nearly perfect ears with well filled butts and tips. The corn was grown in 120 days and yielded 60 bushels per acre. Other exhibits from Illinois were sent in by Spellman & Spitzly, Lincoln, Ill., including white and yellow corn of excellent quality.

Crabbs-Reynolds-Taylor Co. from Crawfordsville, Ind., sent a number of samples that attracted considerable attention to the Hoosier product.

Ohio was represented by corn sent from the Scioto Grain Co., Chillicothe. The sample shown was grown on the farm of Jas. F. Blaine. It was 120 day "Ross County White" and had yielded 85 bushels per acre. Another sample of "Golden Queen" was shown from the farm of J. J. Hughes. Both exhibits from Ohio attracted much attention as the corn was well developed.

"Missouri Big Corn" sent in by the Cochrane Grain Co. was raised on the farm of Geo. H. Meyer near Orchard Farm. This corn showed a very large ear, well filled with grains.

It is to be hoped that next year sufficient funds will be raised to warrant the Ass'n in seeking exhibits outside the state, and the interest that has been stimulated by this show makes it certain that prizes will be offered at the next exhibit to corn growers outside of Maryland.



Lever Lock to Control Scale Discharge.

NON-SIFTING SAMPLE ENVELOPES

Howe Envelope Co., Ltd.
303 Congress St. West, Detroit, Mich.

Mac Bride Coal & Coke Co.

Producers and Shippers
GENUINE FOCAHONTAS and NEW RIVER
SMOKELESS COAL
Also Pennsylvania, West Virginia, Ohio, Indiana and
Illinois Coal. Foundry, Furnace, Crushed
and Gas House Coke.

Fisher Building, CHICAGO, ILL.
Long Distance Telephones Harrison 419 and 630



The National City Bank OF CHICAGO

The Temple, S. W. Cor. La Salle and Monroe Sts.
CHICAGO

Capital \$1,500,000. Surplus, \$300,000
Approved by Chicago Board of Trade
as a Margin Depository

We are prepared to give the most prompt, careful and courteous personal attention to our customers with a view to increasing their number. We invite correspondence or a personal interview with the representatives of Banks, Corporations, Firms and Individuals.

—DAVID R. FORGAN, Pres.
DIRECTORS: ALFRED L. BAKER, of Alfred L. Baker & Co.; AMBROSE CRAMER, Trustee Henry J. Willing Estate; EDWARD G. CARRY, Vice Pres. American Car & Foundry Co.; E. G. EBRHART, Vice Pres. and Gen'l Mgr. Mishawaka Woolen Mfg. Co., Mishawaka, Ind.; A. B. DICK, Pres. A. B. Dick Co.; STANLEY FIELD, of Marshall Field & Co.; DAVID R. FORGAN, Pres.; F. F. PEABODY, of Cluett, Peabody & Co.; JOSEPH SCHAFNER, of Hart, Schaffner & Marx; JOHN E. WILDER, of Wilder & Co.

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Grain CONTRACT BOOK

This book is for the use of the grain buyer in contracting with farmer patrons for grain. By recording agreements made for the delivery of grain bought, each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold bushels of at per bu., to be delivered on or before It also certifies that he has received dollars on the contract. The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you can not afford to be without these blanks.

Order Form No. 9. Price, 50 cents.
GRAIN DEALERS JOURNAL
255 La Salle Street, CHICAGO, ILL.

Gas Engine and Gas Producer Power Plant Running an Ohio Feed Mill.

There has just been installed in the plant of A. N. Benjamin, Madison, Lake county, O., what is said to be one of the most economical power plants of the age, consisting of a 45 h. p. gas engine, a 45 h. p. Automatic Suction Gas Producer, which furnishes the mill with power to operate all machines.

The fuel used to operate the former 35 h. p. steam engine was costing A. N. Benjamin \$4.00 per day. Since installing the New Era Gas Engine and Producer the fuel bills have been cut down to 90 cents per day. Those who are interested in power plants will be interested in knowing that gas engines and Gas Producers are rapidly displacing steam engines and boilers and electric motors on account of the great economy in operation.

The New Era Automatic Suction Gas Producer consists of a generator, scrubber and purifier, all built of boiler plate steel. The fuel used to produce gas in the generator to operate the gas engine is anthracite pea coal.

The generator is a vertical cylinder lined with fire brick. The fuel is fed through the charging doors on top of the generator, once in twenty-four hours. The fire is started in the generator by means of a blower, which causes a circulation of air to pass around the jacket of the generator, through the evaporator, and by pipe underneath grate up into the fire chamber of the generator. By this means the fire in the generator is quickly started, and in ten minutes the temperature in the generator attains the proper degree of heat, so that the hot air in passing over the heated water in the evaporator absorbs moisture and passes down through a pipe underneath the grate in the generator and through the fire. In doing this the saturated air and steam is converted into gas. The gas then passes through a pipe from the generator to the scrubber.

If the Producer is in continuous daily operation, the fire in the generator is kept up over night, and in the morning after starting the blower it takes but a few minutes to make gas of the proper quality to start the gas engine. Fire can be kept in the generator for several days in case the plant is not in operation for that length of time.

The blower is only kept in operation long enough to start the fire in the Producer in order to make enough gas to start the engine. When the engine is in operation the blower is stopped, and the suction from the engine on the admission strokes will keep the fire in the generator at the proper temperature.

The grate is in the lower portion of the generator upon which the coal-bed rests. There are two doors in the generator, one opposite the grate used in poking the fire, and one just below used to remove the ashes. A convenient shaker in the lower part of the generator is used in removing the ashes from the grate.

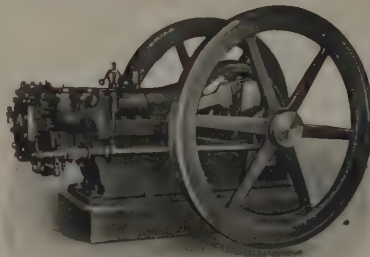
Once in twenty-four hours it becomes necessary to remove the clinkers which collect in the fire of the generator, and for this purpose there are four convenient poke-holes located on top of the generator.

The evaporator is made of cast iron, and is a circular chamber placed on top of the generator and is partially filled with water. Water is fed into the evaporator automatically as required, and becomes heated to a boiling point by the fire

beneath. The air in passing over the boiling water becomes saturated with steam which is carried through the grate up into the burning fuel.

The scrubber is for cooling and cleaning the gas of its sulphur, tar and dust after it leaves the generator. It consists of steel boiler plate with cast-iron base, is twelve feet high, and thirty inches in diameter, with a grate and one door at the bottom, dividing it into two compartments. The upper part of the scrubber is filled with coke. A water spraying nozzle is placed at the top of the scrubber. The water drains through the coke into the water compartment at the bottom of the scrubber, where it is collected and drained into the sewer through a water seal.

Gas coming from the generator is at a



temperature of from 120° F. to 350° F., and enters the scrubber at the lower compartment above the water hole. It passes through the grate and coke in an upward direction, thus encountering the water spray as the water descends through the coke. Thus the gas is freed of tar, sulphur and dust, and its temperature reduced to about 60° F.

The purifier is a closed cylinder, forty-two inches in diameter and four feet high, made of boiler steel plate with two-inch layer, at top and bottom, of iron and wood shavings. The gas enters at the side, passes above and below and then out on the opposite side of the Producer, and in passing through the shavings is freed of its carbonic acid, hydrogen sulphide, pitch and dust. The purifier is also used for a gas-holder.

The generator, scrubber and purifier are all air tight. The joints in the pipes must be kept air tight, and no air is permitted to enter the Producer at any point except through the air supply pipe in the generator. An escape pipe which passes from the generator to the outside is used when the Producer is not in operation, and also when first starting the fire in the Producer.

The engine is of the Single Cylinder Four Cycle type with a hit and miss governor. The gas from the purifier is

drawn into the mixer box of the Gas Engine and thence to the cylinder of the Gas Engine, first being mixed in the mixer box of the engine with air. This occurs on the admission stroke, or outward stroke of the piston, and on the inward stroke of the piston the gas is compressed in the cylinder of the engine to 125 lbs. to the square inch. At the proper moment the gas is ignited by means of a Jump Spark Electric Igniter, and the expansion of the gas makes the power of the engine.

The New Era Gas Engine is peculiarly adapted to operate successfully using producer gas as fuel. It is necessary to have a very high compression in the cylinder in order to get the best results from producer gas, as this gas has but 125 to 135 B. T. U. per cubic feet.

The gas engine has a water jacketed solid cylinder head which requires no packing. In starting the engine (after the Producer has been in operation for ten or fifteen minutes) air is used from the air starter which is connected to the engine, the engine having previously pumped the air into the tank. By first priming the engine with a small quantity of gasoline, and then turning on the air and striking the match striker, one man or boy can start the engine without touching the fly wheels.

A small air compressor is used in filling the air tank should the air become exhausted, and with the outfit there is furnished a 1½ h. p. vertical gasoline engine which is used to operate the blower, and also the air compressor when the gas engine is not in operation. The entire plant is installed in a room 26x17 feet and ample space is left to belt to the line shaft from the fly wheel of the engine. Space is also left to pass around the plant and give it the proper attention when in operation.

The time and attention required to keep both the engine and Producer in successful operation, is not over two hours in twenty-four. One man attends to the plant and earns his wages doing something else. The engine requires little attention while in operation except to see that all the oilers are feeding properly. The producer does not require any attention when in operation as it is automatic in every respect.

Carriers Should Cooper Cars.

In protesting to the Interstate Commerce Commission against the adoption of the form of B/L proposed by the carriers Secy. H. B. Dorsey of the Texas Grain Dealers Ass'n said: We further call your attention to the first line in Sec. 4, page 5, which proposes that all necessary coöperage be provided at the expense of the shipper and, in view of the fact that it is the common law duty of all railroad companies to furnish suitable cars for the proper handling and loading of the commodity offered for shipment and in view of the further fact that it is a considerable expense to properly coöper grain cars which are furnished by railroad companies, this would amount to enormous expense to the producers, handlers and consumers of bread and grain products and is unfair, unreasonable and unjust; since it is the duty of common carriers to furnish the necessary cars for the proper handling and care for the shipment offered, the shipper should not be compelled to go to the expense and trouble of properly coöper grain cars which is not, from any standpoint of fairness or justice, their duty.

Greetings

to the

Grain Trade

We wish to thank the many dealers who have favored us with their business in the past, and solicit a continuance of their patronage during 1908.

To others who will entrust their business to us in the year to come we wish to assure them that we will give it our best attention and guard carefully their interests at every turn.

We have a reputation to sustain as Cincinnati's most progressive Grain and Hay house.

Wishing you all a very Merry Christmas and a most Happy and Prosperous New Year,

We are

The Gale Bros. Co.
Cincinnati,
Ohio

Patents Granted

Gas Engine. No. 873,952. Francis Lyst, London, Eng.

Spark Coll. No. 873,954. Auguste Michel, Paris, France.

Gas Engine. No. 873,857. Hans Grade, Magdeburg, Germany.

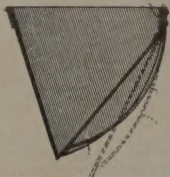
Gas Engine. No. 873,650. Hjalmar S. Anderson, Pittsburg, Pa.

Gas Engine. No. 874,122. Oliver H. Shroyer, St. Louis, Mo.

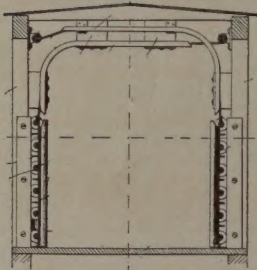
Gas Engine. No. 873,808. Lloyd E. Thompson, De Kalb, Ill.

Gas Engine. No. 873,840. Eric H. Clift, West Kensington, Eng.

Rotary Gas Engine. No. 873,916. Geo. J. Weber, Kansas City, Mo.



873,655.



873,115.

Piston for Gas Engines. No. 874,006. Julius Hartoch, Wiesbaden, Germany.

Reverse for Gas Engines. No. 874,177. Frederick T. Flinchbaugh, York, Pa.

Gas Engine. No. 873,963. Benjamin A. Slocum, Lynn, Mass., assignor to John R. Vaux, Swampscott, Mass.

Vertical Gas Engine. No. 874,369. Wilhelm Von Oechelhauser, Dessau, and Carl Steinbecker, Langfuhr, Germany.

Circuit Closer for Gas Engines. No. 874,289. Thos. A. Bemus, Boston, Mass., assignor to T. Alton Bemus Co., Boston.

Intake for Gas Engines. No. 873,372. Clarence P. Hollister, Pittsfield, Mass., assignor to Stilson Motor Car Co., Pittsfield.

Throttle Valve for Gas Engines. No. 873,387. Chas. Schmidt, Cleveland, O., assignor to Packard Motor Car Co., Detroit, Mich.

Gas Engine. No. 873,493. Arthur M. Brown, Ye Kowhai, Ngaruawahia, New Zealand, assignor to Providence Engineering Works, Providence, R. I.

Admission Valve for Gas Engines. No. 873,534. Harry C. Fricke and Geo. E. Turner, Pittsburg, Pa., assignors to Turner-Fricke Mfg. Co., Pittsburg.

Elevator Bucket. No. 873,655. (See cut.) Adolph W. Berkner, Cayuga, N. Y. The bucket comprises connected back and end plates, an inclined bottom plate, a band encircling the bucket at its upper edge, a flexible strip secured to the band on which the bottom plate is secured and extending

continuously across the whole length of the bucket, and a leaf spring attached to the band at one end and bearing at opposite end against the bottom plate to hold the latter yieldingly in closed position.

Grain Door. No. 873,115. (See cut.) Wm. H. Ascue, Klowa, Kan. A sliding door has rollers at its ends traveling on runways. Adjacent the runways is a shield hinged at one end and extending in a bend around the rollers, and at its opposite edge in sliding contact with the door.

Have Installed Automatic Grain Scales

An Automatic Elevator Scale, to weigh 1,000-bus. of grain per hour, has been purchased by the Star Milling Co., of East Prairie, Mo. The Richardson Scale Co. are supplying the machine.

The D. Rothschild Grain Co., of Long Grove, Ill., have placed an order with the Richardson Scale Co. for an Automatic Scale to weigh 1,500-bus. hourly.

A 1,000-bu. Automatic Elevator Scale is being installed by the Cook Bros. Grain Co., of Wapelo, Ill. A "Richardson" Scale has been selected.

Harlan Bros., of Harrisville, Ia., have recently given an order to the Richardson Scale Co. for a 6-bu. Elevator Scale.

A Richardson Portable Bagging Scale has been ordered by W. W. Robinson, of Seattle, Wash., to weigh 2½-bus. of grain per discharge.

An order for an Automatic Elevator Scale with a capacity of 1,000-bus. per hour has been placed with the Richardson Scale Co. by the Alabama Corn Mills Co., of Mobile, Ala.

The Helmark Moebeck Elevator Co., of Ulen, Minn., have placed an order with the Richardson Scale Co. for an Automatic Elevator Scale to handle 1,500-bus. of grain per hour, through the Strong-Scott Manufacturing Co.

The J. Allen Smith Grain Co., of Knoxville, Tenn., recently purchased an Automatic Scale to weigh screenings from the Richardson Scale Co.

A Richardson Automatic Elevator Scale will be installed by J. R. Shaw & Co., of Jett, Ky.

An Automatic Elevator Scale, weighing 2-bus. at a charge, has been ordered by E. Ulrich & Sons, of Springfield, Ill., from the Richardson Scale Co.

An order for an Automatic Elevator Scale with a capacity of 12-bus. per charge has been placed with the Richardson Scale Co. by the Allen Grain Co., of Decatur, Ill.

The Beal Grain Co., of Wenatche, Wash., have purchased an Elevator Scale with a capacity of 1,000-bus. hourly. The Richardson Scale Co. will supply the machine.

A 3-bu. Automatic Bagging Scale has been ordered by George N. Reinhardt & Co., of New York City, from the Richardson Scale Co.

The Brooklyn Mill & Elevator Co., of Brooklyn, N. Y., has entrusted its order to the Richardson Scale Co. for a Duplex 3-bu. bagging scale.

The Richardson Scale Co. has been commissioned to supply to Abel Bros., of Cleveland, O., an Automatic Elevator Scale having an hourly capacity of 1,000-bus.

A 6-bu. Automatic Receiving Scale has been purchased by the General Flour & Feed Co., of Syracuse, N. Y., from the Richardson Scale Co.

T. C. Wilson, of Walton, Nebr., recently bought a Richardson Automatic Elevator Scale, to weigh 1,000-bus. hourly.

The Richardson Scale Co. has received an order from D. W. Dietrich, of Philadelphia, for a 1-bu. Grain Scale.

A 1,000-bu. Elevator Scale has been purchased by the Salt Lake & Jordan Flour Mills, of Salt Lake City, Utah., from the Richardson Scale Co.

Crabbs, Reynolds & Co., of Riverside, Ind., are installing a Automatic Elevator Scale with a capacity of 10-bus. per discharge and have placed their order with the Richardson Scale Co., of New York.

Alfred H. Jones, Illinois state food commissioner, has issued a bulletin, warning dealers in all foods that section 9 of the law reads as follows: That for the purpose of this act an article shall be deemed misbranded—If it be a manufactured article of food or food sold in package form, and is not distinctly labeled, marked or branded with the true name of the article, and with either the name of the manufacturer and place of manufacture or the name and address of the packer or dealer who sells the same.

Of Political Origin.

It is unnecessary to state that the demand for Federal inspection does not come from the grain producers of the United States, but is political in its origin and is argued from the standpoint that European buyers are complaining of the present system. The bill proposed will not give the producer any better treatment from his local buyer. He will continue to sell his few hundred or few thousand bushels on inspection of managers of local elevators, or at least on local inspection.—*Dallas News.*

Elevator Owners

Write for our folder on the cause and prevention of elevator fires. As many copies as you wish will be furnished free. Put one in the hands of the manager of each of your elevators. It will cost you nothing, and may be the means of keeping your plant in commission during the busy grain season. It is published by an enterprise composed exclusively of

Grain Dealers

and devoted to the elimination of everything which adds to the

Cost of Insurance on Grain Elevators, Grain Warehouses and Grain

Statement of losses paid and money saved, with full explanation of plan and methods, upon request.

Elevator Underwriters

U. S. EPPERSON, Attorney and Manager

R. A. LONG BUILDING

Kansas City,

Missouri

Low Cost

for

Short Term Insurance

Grain Insurance at short rates means from 20 to 140 per cent more than the pro rata cost for the same length of time.

Short term insurance with the



means from 40 to 50 per cent below pro rata for the time carried.

No grain dealer is using the best business precaution who does not learn our price on his elevator and keep fully protected with us.

C. A. McCOTTER, Secretary

Board of Trade Building

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Elevator and Grain Insurance

Assets - - - \$1,898,142.34
Losses Paid - - - 1,766,407.89
Net Cash Assets - - 367,263.93

MILLERS' MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45¢ of basic rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, - \$10,158,138.43
Face value of notes, - 1,451,877.89
Cash Assets, - 300,148.96

D. R. SPARKS, Pres. A. R. McKINNEY, Sec.
Chicago Agent: M. W. Fugitt, 706 National Life Bldg.

Grain Shippers

Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....\$5,000,000
Risks in force, Tornado.....1,000,000
Admitted Ledger Assets.....\$15,471.30
Six Months' Assessment in course of collection, over.....\$5,000.00

1934 Amount Assets Available for the payment of losses.....\$1,418.39
Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 45 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Floor Mills, Elevators, Warehouses and contents.

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Mills, Elevators and Warehouses at Actual Cost.

Net Cash Assets, - \$ 254,314.69
Losses Paid, - - 1,282,844.90
Saved to Policy Holders, 1,665,098.34

Our Deposit Notes represent but one annual Premium.
Organized in 1875.

J. G. SHARP, - Secretary.

Millers National Insurance Company

CHARTERED 1863

Reliable—Conservative—Strong

Ask us for a policy on your elevator or mill. If your risk is good we will issue a policy to you. If not, will tell you **why**.

Mutual insurance has for its foundation:—Absolute protection for the insured with a minimum expense based on actual cost of carrying the risk.

We issue five year policies (or short time policies on grain if desired).
Semi-annual assessments costing about $\frac{1}{2}$ stock companies rates.

Gross Assets.....\$4,846,328.43

Net Cash Surplus 848,660.89

Inquiries from the various sections of the country should be addressed as follows:

Pacific Coast

J. N. JUST, 628 Peoples' Savings Bank Bldg.,

Seattle, Wash.

Southwest

CHAS. H. RIDGWAY, Board of Trade,

Kansas City

Northwest (This side the mountains)

H. M. GILES, 114 Corn Exchange,

Minneapolis, Minn.

Central and Eastern States

HOME OFFICE OF THE COMPANY,

205 La Salle Street, Chicago

HAMILTON RUBBER MFG. CO.

MANUFACTURERS
OF HIGH-GRADE

RUBBER BELTING

If you want Belting, guaranteed
to give perfect satisfaction for all
classes of work insist upon your en-
gineer specifying "Hamilton made."

WRITE FOR SAMPLES AND PRICES

161 East Lake Street, CHICAGO

ELMER E. BAST, Manager
TELEPHONE, Main 2298

"KICK" YOUR CARS INTO POSITION

With the Original "Sheldon" Car Mover



We are the original makers of the

Sheldon Compound Lever Car Mover

For nearly TWENTY YEARS we have been distributing
this car to Shoppers throughout the United States.

The great advantage of this car is its COMPOUND
LEVERAGE, which makes it easy for one man to move a
car of 30,000 pounds.

It is BOONDOORUM because of its ADJUSTABLE
GRIP. This grip is made of "Mushet" Steel. This brand of
steel does not have to be tempered. It is manufactured ex-
actly the right shape, never needs to be tempered. When one
edge of this grip wears all that is necessary is to turn it over
and use another edge of the grip. When all the edges are
worn they can be ground down, sharp angle and are as good
as new.

Net Price, \$2.75

WEBSTER MFG CO.

1075 West 15th Street,

CHICAGO

YOU'LL BE ARRESTED

FOR MAINTAINING A NUISANCE
UNLESS YOU

ARREST

THE DUST AT YOUR ELEVATOR.

MY COLLECTOR IS AT YOUR SERVICE.

WRITE FOR PARTICULARS.

H. L. DAY, 1122-1126 Yale Place

MINNEAPOLIS, MINN.

BOOKS for GRAIN DEALERS

ACCOUNT BOOKS, SCALE TICKETS, GRAIN
TABLES, SHIPPING BOOKS, CIPHER CODERS,
GAS ENGINE BOOKS, ETC. Tell your wants to
GRAIN DEALERS JOURNAL, CHICAGO, ILL.

Mr. ELEVATOR OWNER— DO YOU USE
ELECTRIC MOTORS FOR YOUR LEG DRIVES
DO YOU WANT TO KNOW HOW TO REDUCE
YOUR "REPAIR ACCOUNT" TO A MINIMUM
SEND FOR A DESCRIPTIVE CIRCULAR OF

THE EVANS MOTOR ATTACHMENT
PATENTED U.S. AND CANADA
SCOTT F. EVANS, MINNEAPOLIS U.S.A.

For Sale



For particulars see the "Elevators for Sale"
columns of the Grain Dealers Journal, Chicago

Those looking for elevator properties invariably
consult its "Elevators for Sale" columns. If
your elevator is for sale, make the fact known to
the entire trade, put your For Sale sign in the
"Elevators for Sale" columns, then you can be
sure of selling quickly at a good price, and pay
no commission on sale. If you do not wish
neighbors to know your elevator is for sale, you
can have replies come in our care and we will
forward them daily without extra charge.

The cost for advertising is 15c per line